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Bottles of two sizes All Chemists and Stores

To keep your skin in health
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(Proprietors) THE WELLCOME FOUNDATION LTD., LONDON, ENGL.
LONDON AND SHANGHAI

IN HANDS OF
PYGMIES.BRITISH OFFICER'S BRAND-
ING ORDEAL.

GIVEN A WIFE EACH.

During my exploration of the
Brazilian jungles (writes Lieut.
Commander Reginald Smith in the
Sunday Graphic) my two com-
panions and I were unwittingly
drawn into the jungle fastness of
an unknown tribe of pygmy In-
dians.

Fierce, savage, hairy little crea-
tures, they stood not more than
five feet high and numbered about
a hundred.

We were alone, and, although
well armed, a fight to us would no
doubt have proved fatal, as the
deadly blow pipe and poisoned
darts were their weapons.

On first meeting them we had
endeavored to make friends by
giving them presents, but these
were accepted in silence and dis-
trustful silence.

Their village or "maloca" was
situated in the heart of the jungle,
and consisted of sixty or seventy
small palm leaf huts shaped like
beehives and built in a circle. The
chief or witch doctor having given
us an empty hut to live in, we
remained within its seclusion and
formulated plans of escape.

Shortly before dark we were
brought some food, but after com-
pletely examining it in an attempt to
define its composition we resorted to
some "iron rations" we carried.

Drum's Beating.
An hour after dark a drum be-
gan to beat from the opposite cir-
cle of huts, and a showy forms
from all round moved over to the
source of the noise. Someone
started to play a bamboo flute,
then another joined in, and still
more, leading to create a noisy,
discordant and monotonous vamp.

Wild dancing and singing fol-
lowed. Our hearts began to quake
as the chief of the horde escorted
us into the middle of the assembly,
where, after a little preliminary
speech-making, I was led forward
by the wife of the chief and made
to sit down.

Anxious my companions watch-
ed, assuring me they would inter-
vene if necessary. Forcing me to
lie flat on the ground, the old hag
after opening my shirt front, sud-
denly began stabbing me in the
chest with a long, sharp fishbone.
Jumping up, I commenced to ex-
postulate, but the chief came for-
ward and, pointing to a tattooed
design on his hairy chest, made
signs that I was to be so branded.

The situation was delicate—the
pygmies threatening. My com-
panions, appreciating that it
would be wiser to submit to the
ceremony, urged me to stick it; so
for five agonising minutes I lay
while with fishbone and charcoal
the old hag tattooed a grotesque
design on my chest.

What little amusement my com-
panions got from watching me
being branded was short-lived, for
they themselves were in turn sub-
jected to the torture. As every
man, woman and child was so-tat-
tooed I gathered we were now
members of the tribe. But the
worst had yet to come.

Escape.
We were each given a wife! And,
as discretion overcame our amaze-
ment, we forced a smile and ac-
cepted them. Then followed an
exhausting dance by the whole
tribe in the sweltering sun, after
which we thankfully retired to the
privacy of our hut. Our "wives"
followed, and, squatting just out-
side, lit a fire and prepared some
food.

At night another wild orgy of
dancing took place. Intoxicating
wine was plentiful, and we pre-
tended to drink it freely. Most of
the company soon became drunk,
including our "wives." The night
wore on and one by one they crawl-
ed away to their huts, and when
we got back into our own our
"wives" were sleeping heavily.

Some half-hour later, when all
was quiet, we stole silently out
and down to our canoe. The moon
had just disappeared. . . . We
paddled for our lives. . . . Two
days later we reached the main
river in a state of physical col-
lapse.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, JANUARY 17th.	
Paris	124
New York	4.87 13/32
Brussels	34.97
Geneva	25.30
Amsterdam	12.08 1/2
Milan	92.15
Berlin	29.47
Stockholm	13.13
Copenhagen	18.20
Oslo	13.35
Vienna	34.63 1/2
Prague	18 1/4
Helsingfors	19 1/4
Madrid	28.52 1/2
Lisbon	213/32
Athens	30 1/2
Bucharest	790
Rio	5.99/32
Buenos Aires	47 13/16
Bombay	1/8 1/4
Yokohama	1/11 1/16
Shanghai	2/7
Hong Kong	2/10
Silver (spot)	26 13/16
Silver (forward)	26

THE "TIMES" ON BOLSH-
VISM IN CHINA.LABOUR-PARTY'S WILFUL
BLINDNESS.Referring to the Red "upheaval"
in Canton the London *Times* in the
course of a leading article says:—

It is astonishing that, with this
fresh demonstration before their
eyes of the dangers to which our
countrymen and countrywomen in
China are exposed, the Labour
Party should be asking why
soldiers are there, and how long
they are going to stay there, that
its representatives should talk of
their dispatch as "an unhappy and
dangerous escapade," and urge
their recall. Our soldiers are in
China to protect British lives and
property.

Canton is one more proof that
the continuation of this protection
is imperative, and doubtless it will
be continued just so long as it is
indispensable. On the very day
when the Red revolution broke out
in Canton, Bukharin was explain-
ing in Moscow that the Bolsheviks
"have entered on a new stage of
world-revolutionary development,"
and declaring that they have far-
reaching plans not only in China,
but also for an upheaval in India.
After the Canton comrades had
been crushed, he denied that the
Communists had been defeated in
China. Tens of thousands had in-
deed perished, but "the reserves of
Chinese workers and peasants
are truly colossal," and they have
already imposed so much of the
right Bolshevik spirit that in a
single district they had "physi-
cally destroyed 300 land-owners."

Will Labour never recognize that
in China, as in England and in
the United States, the policy and
the practice of Bolshevism are
utterly incompatible with the
elementary instincts of decent men?
If they have doubts of the policy,
let them read Stalin's recent state-
ment that Social Democrats should
be used to overthrow existing Gov-
ernments, but that these "good
comrades" are the worst enemies
of Bolshevism, worse even than the
bourgeoisie; or Bukharin's declara-
tion that the "Comintern" will
"go further down" to the lower
classes of Europe, but especially
colonial races," when he foretells
bright revolutionary times in
China and in India, as well as in
Europe.

The practice Labour may study
at Canton is faithful reproduction
of the Moscow model. For the rest
of us, policy and practice are fresh
proofs that the dispatch of the
British troops was a necessity, and
that no relaxation of vigilance or
of precaution is possible in China
for the present.

HUMPHREYS ESTATE &
FINANCE CO., LTD.DIVIDEND 5 PER CENT.
BONUS 2 PER CENT.

The Directors will recommend
the following allocation of profits
for the year ending December 31st,
1927, at the forthcoming annual
meeting of shareholders:

Dividend 5 per cent.,	absorbing	\$120,000.00
Bonus 2 per cent.,	absorbing	30,000.00
Transfer to Typhoon		
and Floods Insur-		
ance Fund		2,000.02
Transfer to Special		
Repairs and Renew-		
als Account		15,690.41
Carry forward		101,415.52
		\$273,101.35

THE WOMAN PAYS.

JEWELLER'S BILL SENT WITH
ENGAGEMENT RING.

PARIS, Dec. 15th.
Misfortune in the courts pursues
M. Picard, *alias* Chavagnac, the
Radical Deputy who was recently
sentenced to three months' impris-
onment—which, on his appealing,
was increased by the higher court
to six months—for running over
and killing an old farmer with his
motor-car last February.

To-day the civil court adjudicat-
ing on a breach of promise case
brought against him by Mlle. An-
tonia Rora, a woman journalist,
ordered him to pay her £100 for
material and moral prejudice
caused to her.

Mlle. Rora described how they
went together to buy an engage-
ment ring. "It was a nice ring
and I liked it very much," she told
the court; "but I thought it
strange that when the jeweller sent
it round to me it should be accom-
panied by a bill I paid the
money, as I do not like leaving
bills unpaid."

Counsel for M. Picard declared
that no such thing as a suit for
breach of promise existed in
French law and that his client was
therefore justified in cross-suing
the plaintiff for damages for the
unpleasant publicity caused by the
case.

M. Picard's case was dismissed
and damages and costs were
awarded to Mlle. Rora.

FAIRLEA SCHOOL SPEECH
DAY.CERTIFICATES FOR LEAVING
GIRLS.

The annual Speech Day of the
Fairlea C.M.S. Vernacular School
was held yesterday afternoon in the
Fairlea School Hall. Originally it
had been hoped to hold a united
Speech Day for the Associated
Schools of St. Stephen's and Fair-
lea, but owing to the large number
of friends and relatives expected,
accommodation was judged to be
inadequate.

The function yesterday was en-
tirely in Chinese, with the excep-
tion of some English songs, sung
by the top form. After several
little performances by the different
classes, the Headmistress, Mrs.
Cheung Cham Yee Ching, presented
the Annual Report, following which
Lady Shou Son Chow presented
certificates to the girls who were
leaving. The six girls to receive
these certificates were Choy Yee
Ying, Choy Yee Luan, Lo Yuk Ying,
Uen Chan Ping, Lei Tan Kwai,
and Chan Shuk Yung.

All these girls are members of the
top form, and the certificates are
to show that they have graduated
highly and have completed their
course of Chinese studies.

Essay Prize.
During the Autumn Mrs. Southern
offered two Chinese books as a
prize for the best essay in Chinese
on "Social Service." This prize,
which was won by Uen Chan Ping,
was also presented yesterday.

Following upon the distribution
of certificates tea was served.
In addition to Lady Shou Son
Chow there were present the Rt.
Rev. C. R. Duppuy (the Bishop of
Victoria), the Headmistress and
staff of the School.

The programme of proceedings
was as follows:—

1. School Hymn; 2. Kindergarten
Songs; 3. "Tableaux Vivants";
4. Folk Dance; 5. Chinese Play;
6. English Songs; 7. Principal's
Report; 8. Distribution of Certi-
ficates; 9. Tea.

HONG KONG STOCK
EXCHANGE.

CLOSING QUOTATIONS.

JANUARY 17th, 1928.

R.K. Bank	.....	\$1.180 buy.
De	.....	London.....\$1.264 nom.
Chartered Bank	.....	\$214 buy.
Mercantile Bank, A. & B.	.....	\$221 nom.
C	.....	\$214 nom.
P. & O. Bank	.....	\$210 nom.
East Asia Bank	.....	\$73 nom.
Canton Insurance	.....	\$590 buy.
Union Insurance	.....	\$300 buy. & sa.
North China Ins.	.....	Tls. 143 nom.
Yongtze Insurance	.....	\$444 buy.
China Underwriters	.....	\$240 nom.
China Fire Insurance	.....	\$216 nom.
Hong Kong Fire Ins.	.....	\$630 buy.
Donglases	.....	\$404 nom.
Steamboats	.....	\$261 sel.
H.K. Tugs	.....	\$230 buy.
Indo-China (Pmt.)	.....	\$30 nom.
Do (Def.)	.....	\$43 nom.
Shel Transport	.....	\$25 nom.
Waterworks	.....	\$173 nom.
Banque	.....	\$23 nom.
Kailan Mining Ad.	.....	\$226 nom.
Langkai (combined)	.....	Tls. 181 buy.
Do (single)	.....	Tls. 10 buy.
S'hai Explorations	.....	Tls. 255 buy.
Shanghai Loans	.....	Tls. 616 buy.
Banbs	.....	\$4 buy.
Tronoh Mining	.....	\$176 buy.
H.K. & W. Wharves	.....	\$128/81 sa.
H.K. & W. Docks	.....	\$39 buy.
China Providents	.....	\$430 buy. & sa.
Hongkong	.....	Tls. 163 buy.
New Engineering	.....	Tls. 6 nom.
Shanghai Docks	.....	Tls. 89 buy.
Euro Cottons	.....	Tls. 110 buy. 7/2 sel.
Oriental	.....	Tls. 135 buy. 2 sel.
Shanghai Cottons (old)	.....	Tls. 48 buy.
Do (new)	.....	Tls. 23 buy.
H.K. & S. Hotels	.....	\$815 buy. 81 sel.
H.K. Lands	.....	\$331 buy. 64 sel.
Shanghai Lands	.....	Tls. 127 buy.
Humphreys Estates	.....	\$142 buy.
Hong Kong Realities	.....	\$120 buy.
H.K. Territorials	.....	\$14 nom.
H.K. Tramways	.....	\$24.10 buy.
Peak Tram (old)	.....	\$14 sel.
Do (new)	.....	\$7 sel.
Star Ferries	.....	\$63 buy.
China Light (comb.)	.....	\$14.30 buy.
Do (old)	.....	\$103 buy.
Do (new)	.....	\$71 buy. & sa.
H.K. Electric	.....	\$64 buy.
Macao Electric	.....	\$64 buy.
Telephones	.....	\$4 buy.
China Buses	.....	Tls. 64 nom.
Singapore Tractions	.....	\$119 buy.
China Sugars	.....	\$273 nom.
Malayan Sugars	.....	\$273 nom.
Canton Ice	.....	\$23 buy.
Cements (combined)	.....	\$82 nom.
Do (old)	.....	\$71 buy.
Do (new)	.....	\$1 buy.
H.K. Ropes (old)	.....	\$30 buy.
Do (new)	.....	\$10 sel.
United Asbestos	.....	\$1 nom.
Dairy Farms	.....	\$17.85 buy.
Watsons	.....	\$11.10 buy.
Der A Wing	.....	\$3 sel.
Lane Crawford	.....	\$31 nom.
Mackintosh	.....	\$22 sel.
Glaxo	.....	\$74 buy.
Van Poysselle	.....	\$14 nom.
H.K. Amusement	.....	\$14 buy.
H.K. Constructions	.....	\$14 nom.
B'que, Indus. G. Bonds	.....	\$67 buy.
H.K. Govt. Loans		5% prem. buy.
buy—bayers; sel.—sellers; sa.—sa-		nom.—nominal.

COMING SHORTLY



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The Food of Life

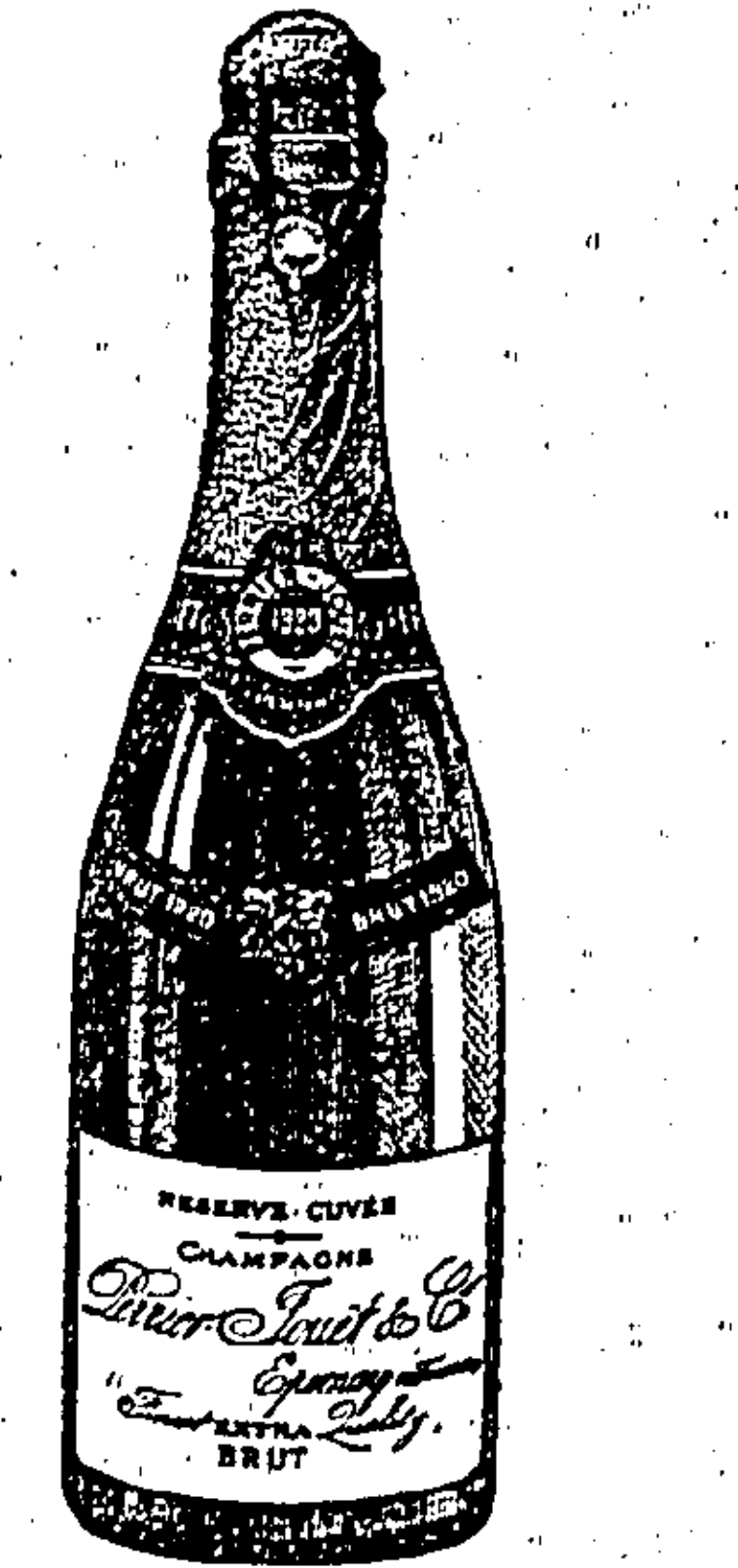
In the interests of
Good Health
it is advisable to use
only a well-known and
established brand.

Buy always and
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BEAR BRAND

Obtainable everywhere

A. B. MOULDER & CO.
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Special Appointment
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The First Choice of
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GOOD CHAMPAGNE.

Now obtainable in Hong Kong
in three sizes.

QUARTS ... \$7.00 per bottle
PINTS ... \$3.70 " "
BABY ... \$2.00 " "

A Baby P.J. and Guinness—
The Ideal Tonic and
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STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED.
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Large Stocks kept
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**Nerve - Strength
in hot climates**

"I am stronger than ever before," wrote a
Sanatogen user, after having taken this
preparation for a time.

A hot climate has made many a man a nervous
wreck. Remember, however, that you can be
strong and full of energy, if you take Sanatogen
regularly.

Sanatogen by the power of its constituents—
albumin and phosphorus—infuses into the cells
of nerves, blood and body, exactly those elements
which build up nerve-strength lastingly.

Prof. Mann, formerly of Oxford University, wrote in
The Lancet:
"A building-up process goes on in the nerves
after the administration of Sanatogen."

Begin a course of Sanatogen. Add strength to
strength, work more and better, conquer fatigue
and enjoy life even in a hot climate.

SANATOGEN
The True Tonic-Food
At all Chemists and Stores.

POPPY DAY FUND.

HONG KONG'S EFFORT.

COMMITTEE'S REPORT.

RECEIPTS AND EXPENDITURE.

The British Legion publish the following report from the Poppy Day Sub-Committee which consisted of Mr. Gordon Leask (Chairman), Mrs. Bond, Mrs. Esterbrook, Mr. J. E. Hancock, Mr. G. W. Sewell, Mr. A. Piercy (Secretary), and Mr. W. Braekenridge (Treasurer).

The annual collection in aid of Earl Haig's Fund for Disabled Service Men was held on Armistice Day and the most gratifying sum of \$19,332.16 was received as shown in the following balance sheet:—

Receipts.	
Church and Associations	\$ 7,750.00
Donations	4,900.00
Street Sales:	
Hong Kong	\$5,044.60
Kowloon	1,583.24
	6,627.84
Church collections (Remembrance Sunday)	438.44
Ships (mercantile Marine)	323.64
Navy	432.52
Army	2,191.20
Balance of 1926 account transferred	53.00
Bank interest	15.49
	\$19,332.16

Payments.	
Purchase of poppies	\$704.00
Purchase of trays	50.00
Purchase of collecting boxes	50.00
Posters	85.00
Printing, stationery and postage	24.45
Advertising	45.20
Telegrams	15.90
Cost of cheque bank and sundries	11.43
	\$985.94

This left a balance of \$18,346.18 which was remitted home by a special rate kindly given by the Hong Kong and Shanghai Banking Corporation together with a sterling cheque for £25 resulting in the sum of £19,332.16 being sent to the Headquarters of the appeal in London.

Although this does not constitute a record, being exceeded in 1921, the result is highly satisfactory considering the existing circumstances and shows that this Colony has not forgotten the sacrifices made by the men who fought for us during the Great War.

The huge sum of \$7,750 shown under the heading of Clubs and Associations represents donations and the proceeds of auctions and fetes by various organisations to whom we are most grateful.

The Hong Kong Football Association gave its usual help by arranging a charity football match. The total receipts amount to \$1,514 and the Association kindly gave us the whole sum without deducting any expenses.

At this match the Pipes of the K.O.B.B. played during the interval and the Committee again thank the Commanding Officer and Officers for giving permission for this.

Prominent members of the community were circulated with a view to obtaining donations and a generous response resulted. It was particularly gratifying to receive contributions from Chinese residents whose help was highly appreciated.

The sales of poppies in the streets of the Colony has now become an annual feature of the Armistice Day celebrations and the amount collected (\$627.89) was most satisfactory. The Committee take this opportunity of again thanking those ladies who so kindly assisted and here again we received the ready co-operation of several Chinese ladies who boxes gave substantial evidence of their enthusiasm.

The Sunday before Armistice Day is known as Remembrance Sunday and collections taken on that day in the Churches of all denominations brought the useful addition of \$438.44 to our funds. Special sermons were also preached.

A new departure this year was the placing of Poppies and Collection Boxes on board ships which would be at sea on Armistice Day and the result justified the trouble taken in this connection.

As usual, the Services contributed handsomely and apart from the sums shown in the accounts, poppies were supplied to various transports which passed through the Colony and the First Cruiser Squadron, the money collected being remitted direct to London by those concerned.

Turning to the expenditure, the largest item is the purchase of poppies. The sum of \$704 may appear high but this is accounted for by the fact that we supplied poppies to various out-ports (Canton, Amoy, Swatow and Chefoo) and also to transports, ships and First Cruiser Squadron as mentioned before. The Army and Navy naturally accounted for a large proportion of our supplies owing to the increased numbers of service men in the Colony. The other items of expenditure are normal and call for no special comment.

The thanks of the Committee are due to Mr. A. Ritchie who kindly audited the accounts.

"L. G." IN AN ANGRY SCENE.

M.P. REMINDS HIM OF LIMEHOUSE.

AMENITIES EXCHANGED WITH MINISTER FOR AGRICULTURE.

LONDON, Dec. 18th.

Mr. Lloyd George, red with anger, demanding an apology; Mr. Walter Guinness, his features white and strained, endeavouring to interrupt Mr. Lloyd George, who would not give way to him; both distinguished members of the House of Commons, facing one another angrily, while Conservatives created an uproar; and the Speaker standing up in an attempt to make them both sit down until he produced order.

This was a remarkable scene which came near the end of a debate on agriculture last night. It was one of the most turbulent breezes which have blown across the House for months.

The trouble arose from the re-minister for Agriculture, that the Liberal Party and Mr. Lloyd George were, describing the land-lord class as "rapacious."

Mr. Lloyd George, who spoke later, assumed that Mr. Guinness referred to the Liberal "Green Book" and retorted that Mr. Guinness had evidently read none of it except parts which had been blue pencilled for him.

Mr. Guinness replied that he did not allude to the "Green Book," and he added: "Mr. Lloyd George's record in attacking land-lords is known." The Conservatives raised shouts of triumph, which nettled Mr. Lloyd George.

"Rapacious,"

"I never used the word rapacious," he cried to Mr. Guinness. "You ought to apologise."

An echo of an old controversy was then heard. "What about Limehouse?" some one cried.

In "that speech," replied Mr. Lloyd George, "I referred to the owners of mines. I stand by what I said."

Mr. Guinness jumped up with triumph in his eyes and read from a speech in which Mr. Lloyd George had said the land-lords were at their old professional beggar's tricks.

"Apologist!" cried the Conservatives.

Mr. Lloyd George smiled, and there was loud laughter when he added: "Mr. Guinness has quoted from a speech I delivered thirty-one years ago. That is not the proposition I am answering now."

I deny that I denounced the land-lords of this country as a rapacious class who ought to be abolished. I ask Mr. Guinness to point out any instance where I have used that word.

Mr. Guinness bounced up again. "Would you like this quotation?" he asked: "Having lured the farmer to the last drop of his blood, the landowner will now seek to bleed the taxpayer."

Mr. Lloyd George demanded, and Mr. Guinness declined to give, the date of the speech.

Conservatives, half in amazement and half in enjoyment of the passion which the references had aroused, cheered and shouted until nothing could be heard above the din. Mr. Lloyd George gestured angrily. Mr. Guinness faced him intently, and it was only when the Speaker intervened that silence fell.

"ERROR SCENES IN GAS-METER FIRE.

EXPLOSION INJURES TWO MEN.

SOUTHPORT, Dec. 23rd.

Two men were injured, hundreds of windows were shattered, and the whole countryside was lit up, when an explosion occurred at the Crowlands Corporation gasworks here to-day.

A gasometer containing 2,000,000 cubic feet of gas caught fire, and mighty flames leaped hundreds of feet in the air.

People living some distance from the gasworks were panic-stricken when they were awakened by the roar of the explosion, and their windows were shattered.

The meter house at the works was completely wrecked, and not a window on the premises remained whole. Men and women rushed half-dressed into the streets, mothers dragging their terrified children after them. Many of them fainted.

The gas supply for the town was switched off, and the timekeeper sounded the fire alarm.

"Buried Under Debris.

Fire engines and ambulances dashed to the scene. They found John Thomas Newton, an aged employee, buried beneath the debris of the wrecked meter house. He lives in Hart-street, and was taken to the infirmary. Emmanuel Phipps, of Cavendish-road, Birkenhead, was also taken to hospital slightly injured and suffering severely from shock.

Efforts of the fire brigade were concentrated on preventing the flames from reaching another giant gasometer standing near by, but it was many hours before the firemen were able to leave after subduing the flames.

PHILIPPINES OPIUM MARKET.

DULLEST ON RECORD.

DOWN TO 1 PESO A TAEI.

The opium market in the Philippines at present is the dullest ever registered in the history of the illicit trade, according to sources well informed on the matter. The supply far greatly exceeds the demand at the current price of the drug, if marketable at all, fluctuates between P.1 and P.3 a tael, it was learned. A tael of opium a year or so ago was sold from P.15 to P.30, depending on the quality. The figures indicate that the drug dropped in price by 1/15 to 1/10 that what it was a short while ago, it was explained.

Opium is obtainable in Manila at a price much lower than it is sold in Hong Kong or Amoy, it was stated. Dealers in the illicit traffic have temporarily suspended their activities as they found out that business is pretty dull, it was declared.

Customs and constabulary authorities are agreed that there were less violations of the opium law during the year just ended as compared with previous years. Colonel Sweet of the Constabulary ascribes this condition to a number of things, chief of which are:

1.—The unprofitableness of the business due to an unusually great amount of drug in the islands.

2.—The young generation of Chinese in the Philippines do not use opium.

3.—The deportation two years ago by the governor general of 200 Chinese opium addicts.

4.—The prohibition of barred houses in Manila.—*Manila Times.*

"SIAMESE" GIRL TWINS.

MEDICAL PROBLEM AT GUYS HOSPITAL.

LONDON, Dec. 18th.

They are used to babies at Guy's Hospital, but when the identity of two which had arrived was discovered, every doctor and nurse in the place was curious to see them. These were "Siamese" twins joined by the top of the head. They were born at Derby.

A host of eminent doctors, among whom were Professor Johnstone, dean of the hospital, Prof. Pembrey, Fellow of the Royal Society, and Dr. Cameron, the child specialist, visited them at the Mary Ward and consulted on the advisability of operating. It was eventually decided not to operate until certain tests had been made.

Directly the news had spread about the hospital the Mary Ward was besieged by medical people—doctors, nurses, and students all wanted a glimpse of these strange sisters. The nurses were especially anxious, many of them were disappointed, but those who were admitted said, after they had taken their peep, that it was a shame the twins had no names, and they promptly decided to christen them. The sisters are now known as Mary and Elsie.

Taking Turns In Crying.

A special cot has been made for them in the middle of the ward, the ordinary cots being too small. As they lay snugly tucked up in their cot, protected from the draughts by cotton curtains, one was sleeping peacefully, but the other was crying. A nurse told a reporter that they cried alternately, and as one cried the other slept. Though both babies look strong and healthy, the head of one is considerably larger than that of the other.

To-day and to-morrow numerous tests are scheduled to be carried out. It is not certain yet whether they have the same main vein which draws the blood from the top of the brain—or whether they have two. Methylene blue will therefore be injected into one of them to see if it appears in the veins of the other, thus proving the existence of one or two veins from the brain.

If they share this vein it will be impossible to perform the operation.

In September twin girls, the greater part of whose chests and abdomens were fused together, were born in St. Thomas's Hospital, London, and lived for four and a half days.

EMPIRE EXHIBITION WINDFALL.

£28,000 TO BE RETURNED TO SUBSCRIBERS.

Messrs. J. H. Thomas, J. A. Cooper, and C. J. G. Palmour, the liquidators of the British Empire Exhibition, announce to subscribers that not only will it be unnecessary to call for payment of the final instalment of 2s. 6d. in the pound in respect of the deficiency undertakings, but that, in consequence of reductions which they have been successful in effecting in the settlement of claims, they are in a position to make a refund to the subscribers at the rate of 9.82d. in the pound on the amount of their undertakings.

The amount to be refunded thus is £28,984.

All outstanding accounts have been settled. The remuneration to the liquidators amounts to £25,000.

The drama of a man who could not prove he was guilty!

13th Junior

Based on the famous stage success.

ANNA O. NILSSON
FRANCIS X. BUSHMAN

A UNIVERSAL PICTURE

He had freed hundreds of guilty men from the law. And now he was defending his best friend for a murder HE HIMSELF had committed. His evil self whispered: "Lose the case." His conscience said: "Win!" But what was the jury's verdict? See the answer

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QUEEN'S TO-DAY TO
SATURDAY
At 2.30, 5.10, 7.15 and 9.20.

Romance and thrills in a capital out-door adventure story—

THE DESERT'S TOLL

with
FRANCIS McDONALD

AT THE
WORLD THURSDAY to SATURDAY
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15

He thought he could bend the wedding ring—

THE GAY

—but oh boy! What he learned about women—and wives!

DECEIVED

AT THE
STAR THURSDAY TO SATURDAY
Continuous from 2.30 to 11.15.

He thought he could bend the wedding ring—

THE GAY

—but oh boy! What he learned about women—and wives!

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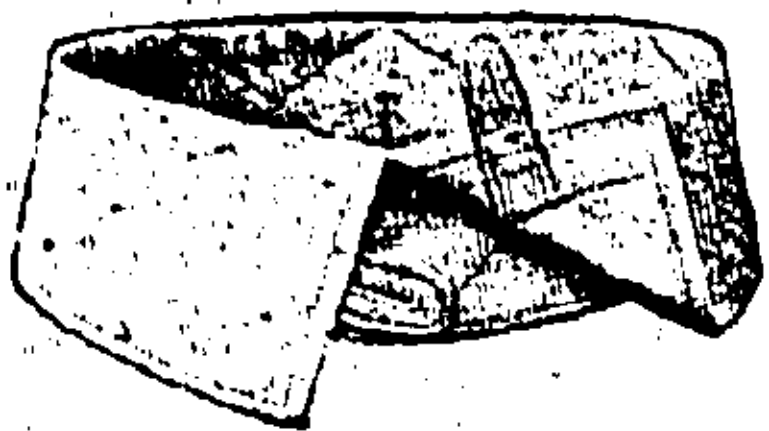
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SATURDAY, 21st JANUARY, 1928.

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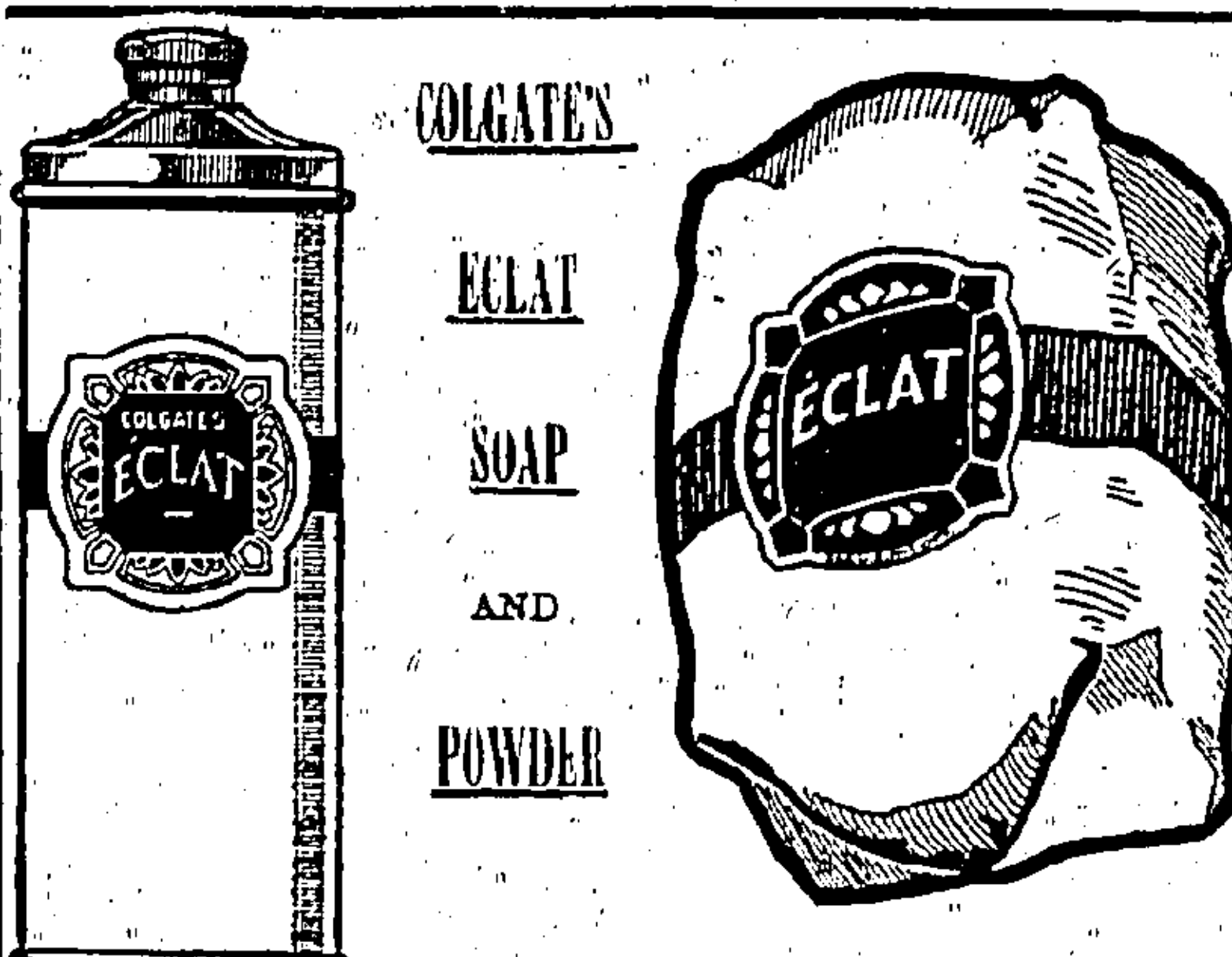
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NOTICE.

DURING CHINESE NEW YEAR OUR PREMISES WILL BE CLOSED TO BUSINESS ON 23RD JANUARY AND WILL BE RE-OPENED ON 27TH JANUARY, 1928.

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"SAN NAM HOI" PIRATED FOR REVENGE.

CAPTAIN'S STORY OF A GREAT FIGHT.

COMPRADORE'S EXPLANATION OF THE PIRATES' MOTIVE.

ELEVEN KILLED AND FIFTEEN OF THE GANG ARRESTED.

FUNERAL OF MR HUGH CONWAY.

A story of vindictiveness and treachery lies behind the pirating of the s.s. *San Nam Hoi* on Tuesday morning.

It will be remembered that about two months ago, there was a dispute between the Kongmoon Seamen's Union and the Canton Union, and as a result of this, several of the crews of West River boats were dismissed. Those discharged from the *San Nam Hoi* swore vengeance on the Compradore and his nephew. Information was indeed given to the Compradore by the Chief of Police at Kongmoon that the dismissed crew had allied themselves with pirates and would carry out an attack on the *San Nam Hoi* before the Chinese New Year.

This warning was borne out after the vessel had left Pakkai on Tuesday morning. When only fifteen minutes out of port, no fewer than thirty men, who had loaded as passengers at Pakkai, made an attempt to seize the ship. They looked for the Compradore and the superintendant, but these two men on seeing their names being shouted hid themselves. In the shooting affray which followed, two Indian guards and the Chief Officer, Mr. Hugh Conway, were killed. Another two Indian guards were wounded.

TWO AGAINST THIRTY.

The pirates made a desperate attempt to seize the ship and they would have succeeded had it not been for the determined resistance put up by Captain W. H. Sparke and Mr. M. F. Houghton, chief engineer of the vessel.

The attackers were held at bay by these two officers who had retreated behind the grilles and armoured doors protecting the bridge. These had been closed on the port side, thanks to the presence of mind and indifference to danger shown by Mr. Houghton. A little later, while the Captain covered the carrying out of the risky job with his automatic, the Chief Engineer closed the similar grille and door on the starboard side. Behind this citadel the two intrepid defenders kept the whole gang at bay, at the same time navigating the ship, whose engines were pounding ahead all through the crisis.

ARRESTED, SHOT OR DROWNED.

The gang of ruffians soon lost heart and jumped overboard making for a couple of sampans, evidently manned by confederates, which were following the ship. The helm was put over and a steady fire was maintained at the scurrying gang, whose losses in the fight were put at seven killed by bullets and four drowned. But considerably worse was in store for the survivors. The sound of the firing and the noise of the *San Nam Hoi's* steam siren had brought a party of Merchant Volunteers to the foreshore. These arrested fifteen of the pirates as they landed and the last seen of them from the ship was their being marched off manacled and under adequate guard.

After the gang had left the ship, the *San Nam Hoi* steamed to Kamehuk, sounding her siren in the hope of summoning help. H.M.S. *Faulkner* came in response to their signals and an armed party were placed on board, and first aid was rendered by the Commander and men of the British warship.

High tribute was paid by Captain Sparke to Mr. M. F. Houghton for the bravery shown by him under a most terrible ordeal.

This episode, following the disastrous results from the pirates' point of view—of the attacks on the *Leone* and the *Sunning*—should run home the lesson that piracy on ships effected by British seafarers is a dangerous game more likely to end in a bullet wound or a gall execution than in a safe haul of loot.

A sinister aspect of the attempted piracy was the murderous attack, made without a shadow of warning or any summons to surrender upon the Chief Officer and the Indian guards.

THE CAPTAIN'S STORY.

GALLANT DEFENCE OF THE BRIDGE.

When a *Daily Press* representative boarded the *San Nam Hoi*, lying alongside the Tung On Wharf, yesterday and interviewed the master (Capt. W. H. Sparke), he found him much refreshed after a most needed sleep which he had managed to obtain during the forenoon.

Although Captain Sparke did not say anything about the effect of the affair on himself, his story, given below, shows that it was an extraordinarily trying experience. In front of him, during the whole fight, his Chief Officer lay dead across a big box on the bridge deck. With the sole assistance of the Chief Engineer (Mr. Houghton) he defended the bridge from the pirate gang, firing bullet after bullet from his automatic, and then from the Chief Engineer's revolver, the Chief Engineer keeping him supplied with a freshly loaded weapon, as each in turn was emptied.

In addition to this, Captain Sparke was under very inadequate cover and at least on three occasions he was nearly hit.

Some idea of the fusillade on the Captain can be obtained by a walk along the starboard side of the bridge deck. The cabins along this side are bullet marked all along; bullets have penetrated the doors and imbedded themselves in the walls, and near the telegraph are two or three holes in the bridge-work, where bullets have just missed the place where the Captain was standing. Further down the

ship, outside the grilles on the starboard side are bullet marks on the boats. There are not so many on the port side, as here the Chief Engineer succeeded at the first alarm in closing the doors, and making this side safe.

The Captain was certainly in a very nasty position. He dare not do more than peep quickly round the side of the wheel-house, or he would most certainly have been hit. There was a continual stream of bullets coming from the pirates and, as stated, they were either ricocheting from the cabin doors or embedding themselves in the bridge. The Captain had to take an occasional shot and dart back into shelter. Behind him stood the Chief Engineer re-loading the empty weapons.

The Captain and Chief Engineer were on their own. The pilot and quartermaster having jumped onto the forecastle as soon as the first shot was fired.

How The Attack Started.

Interviewed by our representative Captain Sparke said that the *San Nam Hoi* left Kongmoon at two minutes past nine on Tuesday morning, en route for Hong Kong. "We then had on board about 180 Chinese passengers, but no first class or European passengers."

"At about twenty minutes past nine, the Chief Officer was on the bridge, smoking his pipe when the shooting began."

"I had to navigate the ship, and the pirate gang had overcome the Indian guards, taking their weapons away, and making them prisoners. The Indian guard, who was on duty at the foot of the ladder leading to the upper deck was shot."

Continuing his story, Captain Sparke said "I had been warned

FUNERAL OF CHIEF OFFICER.

MR. CONWAY INTERRED AT HAPPY VALLEY.

MANY OFFICERS PRESENT.

The funeral of Mr. H. Conway, late Chief Officer of the *San Nam Hoi*, took place at the Protestant Cemetery, Happy Valley, last evening, and his remains were followed to the grave from the Monument by many officers of the river service, by members of the Chinese crew of the *San Nam Hoi*, and by representatives of the owners and the compradore staff.

The coffin was draped in a Union Jack. The Rev. G. T. Waldegrave (of the Missions to Seamen) officiated at the graveside. Among those present were Capt. W. H. Sparke (Master of the *San Nam Hoi*), Mr. M. F. Houghton (Chief Engineer, *San Nam Hoi*), Lieut. R. A. Peyton, R.N. (representing the Senior Naval Officer Hong Kong), Captain Campbell (Nai On), Captain J. Macdonald (Charles Hardman), Captain Walker (Kwangtung), Mr. C. J. Collem (Chief Officer, Charles Hardman), Mr. J. Macdonald (Chief Officer, Kwangtung), Mr. W. J. Stokes (representing the China Coast Officers' Guild and Engineers' Guild of China), Inspector R. Shannon, Captain F. Bayliss (Supt. of the Sailors' Home, West Point), and many others.

Floral Tributes.

Floral tributes were sent as under:—

Mrs. May, Thelma, and Norma, China Coast Officers' Guild, Mr. Gosling (Harbour Master, Kongmoon) and Mrs. Gosling, Institution of Engineers and Shipbuilders of Hong Kong, Captain and Chief Engineer, *San Nam Hoi*, Sailors of the *San Nam Hoi*, Steward of the *San Nam Hoi*, Engineer-room department of the *San Nam Hoi*, Pilot and Quartermaster of the *San Nam Hoi*, Mr. Soe Shou Nam (the owner), Mr. Soe Ching Po, Yeu Fai Ting (compradore of the *San Nam Hoi*), Compradore and staff of the *San Nam Hoi*, Captain and Officers of the *Charles Hardman*, Captain and Officers of the *Kong Yung*, Supt. and residents of the Sailors' Home at West Point, Inspector and Mrs. Shannon, Mr. W. D. Ward, Mr. W. J. Hill, Mr. E. P. Farrell, and Mr. J. Saunders.

the previous night that the old crew were out for revenge on the compradore, his nephew and myself (as repeated letters to the owner demanding money had been ignored), so on hearing several shots I immediately surmised that the piracy was on.

"Getting two revolvers from my room I went around to the wheel-house on the starboard side. There I saw the Chief Officer stretched out across a chest (or box), apparently badly wounded, but as it turned out later dead."

"I noticed that the grilles and door on the starboard side had not been sealed."

"The Chief Engineer had in the meanwhile been defending the starboard side, firing through a loophole. He had succeeded in closing the door on the port side when the attack began. Later he shut the one on the other side, and thus sealed this entrance to the bridge deck."

"Mr. Houghton closed the starboard side of the deck at great personal risk to himself."

"I went back," continued the Captain, "to the starboard side of the wheel-house, and with bullets whizzing all about me I realised it was time that I took a hand in the matter, and began to return the fire. Two men were on the starboard side firing at me, and I returned the fire for about twenty minutes."

"One bullet grazed the right side of my collar, bruising me underneath, and another whizzed past me on the left side, whisking a piece out of my cardigan jacket. Another bullet just missed my head, and I felt it rush past."

"I quickly ran out of ammunition and the Chief Engineer came to my assistance with his weapons, and then continued to reload for me as fast as I fired."

Crew Disappear.

The pilot and quartermaster had vanished from the wheel-house at the sound of the first shot, and in fact they were not to be seen when I arrived there. They had jumped down to the forecastle."

"Where were the crew?" asked our representative.

"Heaven only knows," replied Captain Sparke. "They were not seen again until afterwards."

Engine Room Staff Praised.

"I had to navigate the ship, and also manipulate the telegraph, as well as keep up my firing. I must say that it is all praise for the engine room staff. Not once did the engines cease turning, and they stuck at their posts to a man, under a Chinese engineer, while they also obeyed every signal on the telegraph from me."

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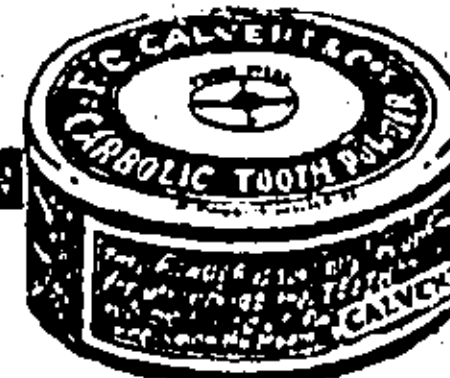
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A Ruse Succeeds.

Describing how the bandits left the *San Nam Hoi*, Captain Sparke said that after the firing had been going on for some time, he decided to try a ruse. He blew four blasts on the steam whistle, with the idea of persuading the attackers that a gunboat was coming along. "Evidently," he said, "the ruse succeeded. For almost at once they began to jump over the stern."

The pilot informed me from forward that the pirates had left, and the Chief Engineer drew my attention to where some of them were swimming in the water. We manœuvred the ship as close to them as possible, and the Chief Engineer discharged about twenty rounds at them. It is impossible to say exactly how many were hit, but certainly a number drowned."

The Casualties.

When they went to the Chief Officer, they found that Mr. Conway was already dead. The Captain then blew a whistle for the Indian guards, and it was answered by two of them in their sleeping attire. These men, it appeared, were asleep in their beds and awoke to find themselves covered by revolvers. Seven men had entered their room, and they were overpowered, and had their weapons taken from them, which the pirates then proceeded to use for themselves.

A Gunboat Arrives.

"Knowing that there was a gunboat anchored near First Cliff, 10 miles from Kongmoon," continued Captain Sparke, "we made for there in the hope of getting medical aid for the wounded."

"We signalled the gunboat (the *Faulkner*), and she came alongside and rendered first aid. The *San Nam Hoi* then proceeded back to Kongmoon with an armed Naval guard on board, and the gunboat preceding us."

"We went to the wharf at Kongmoon, but no one was allowed to go on shore."

"Dr. Macdonald came off soon afterwards, and also the Chief of Police and the Chief of the Village Peasantry."

Operation On Deck.

"Dr. Macdonald very kindly sent for his operating staff, and he operated on one of the wounded Indian guards straight away on

deck. This man is still alive and was removed to hospital when the *San Nam Hoi* arrived here in the early hours of yesterday morning.

Pirates Captured and Shot.

The Chief of Police informed me that he told the compradore that an attempt at piracy might take place before China New Year.

"He also told us that 15 pirates had been captured, seven had been killed, and suspects had been arrested out of the passengers on board and were being taken ashore for further inquiries."

Asked how many pirates he thought had been on board, the Captain said that he thought just over thirty. He also added that four at least were drowned, so that this would account for 20 out of the total.

Arrives At Hong Kong.

The *San Nam Hoi*, concluded Captain Sparke, got under way at 4 p.m. on Tuesday for Kowloon and Kow Kong. After discharging passengers there, the steamer proceeded to Hong Kong. There was an armed guard on board the steamer as far as these places, and then the ship was turned over to one of the escorting launches. The *San Nam Hoi* then proceeded to Hong Kong, and arrived here just after 3 a.m. yesterday, without further incident.

On arrival Police boarded the vessel, and a waiting ambulance conveyed the wounded Indian guards to hospital. The two dead guards were also taken ashore, and as reported elsewhere, were buried yesterday.

Ship Set On Fire.

An interesting item which the Captain told our reporter was that just as they were jumping from the steamer, the attackers set it on fire, but the flames were extinguished before any serious damage was done.

Somebody Who Knew.

"The attack," Captain Sparke gave as his opinion, "was evidently engineered by someone who knew the routine of the ship, as on leaving Kongmoon it is always the practice for the boatswain and his crew to wash down the topside deck. The pirates evidently took advantage of this to launch their attack at this propitious moment when the crew's attention was distracted."

(Continued on page 5.)

IRONSIDES TAKE THE OFFENSIVE.

MINOR SUCCESS REPORTED.
POLITICAL SCHEMERS BUSY.
(FROM OUR CHINESE CORRESPONDENT.)

CANTON, Jan. 18th.
News from the East River District is more conflicting than ever. A well authenticated report states that the "Ironsides" (Chang Fat Fui's 4th Army, of Kwangtung troops) has taken the offensive and retaken Hing Ning, a small town near Mai Hsien on the North-East border of Kwangtung. The situation in the Hanking valley is described as "critical."

Reinforcements are certainly being prepared and the newly formed 2nd Division is to be sent to the front under General Tan Kai Hsiao, a trusted subordinate of Li Tsai Hsin. Part of the 7th Army (Kwangsi) is being moved to Sheklung to strengthen the defences to the east of Canton.

A report that General Chang Fat Fui's staff is negotiating with Chen Ming Shu, the Fukien General, is causing a great deal of speculation. It may be that part of the redoubtable Ironsides are going over to the enemy, but on the other hand, Chen Ming Shu has given the Kwangsi party a great deal of anxiety, especially as he is more or less in the key position and able to turn the struggle either way. He is nominally supporting Li Tsai Hsin, but was formerly a Chiang Kai Shek man, and Chiang Kai Shek is credited with being behind Chang Fat Fui and the 4th Army, using them to effect his own return to power in Canton.

THE POLITICAL MAZE.

A former student agitator now on the staff of an important Kwangsi General in discussing the situation in Kwangtung was of opinion that the 14th and the 11th Army Corps, which are both under Kwangtung command, would probably establish a new regime in Swatow friendly to Nanking, while not openly in opposition to Canton. This would be a big gain for Chiang Kai Shek who is extremely anxious to bring Kwangtung once more under his control in order to have a real backing for his Nanking Government.

Certain political agitators have already begun to try and undermine the influence of General Li Tsai Hsin who is trying his best to improve the situation, but it is getting singularly little support from those who should be the first to back up a policy of strong government and a suppression of the disorderly elements.

Supporters of Mr. Sun Fo have been busy lately in Canton sounding local politicians, but so far no formal invitation has been issued for his return. It is thought that over-vehement opponents of Chiang may do more harm than good to the present Kwangsi leaders.

Mr. Fung Tze Yao and Mr. Hsien Ying Pak, both members of the "older set" of the Kuomintang and former associates of Mr. Hu Han Min and the late Dr. Sun Yat Sen are expected in Canton. Their return tends to show that the conservative faction of the old party is not altogether losing hope with regard to the present condition of Canton.

The District Watchmen, organized to supplement the Police, meet for the first time on January 18th for a lecture which begins a series. A high official will formally open the proceedings.

The Telephone service has been disorganized since the "Red" outbreak, less than 300 numbers being effective.

The Authorities are busy raising funds for the payment of troops and civil service. They are confident that they will be able to get through the Chinese New Year. So far small loans with various taxes offered as security and advance payments on monopoly privileges have been the source of public revenue.

ATTEMPTED ARMED ROBBERY.

KNIVES PRODUCED IN YAUMATI.
SENTENCE OF FOUR YEARS' HARD LABOUR.

The Criminal Sessions were opened yesterday, before the Puisne Judge, Mr. Justice J. R. Wood. In the first case the prisoner was charged with being one of three who had attempted an armed robbery at 9, Shanghai Street, on November 25th.

Prisoner pleaded "not guilty." Mr. Somerset Fitzroy, for the Crown, said that three men called at the house and two came in with an iron bucket in which were pliers, hammers, etc. They said they had come to see to the electrical fittings and to change some wires. These two then let in the third, who was the prisoner. When the bucket which the men were carrying was examined by the police it was found to contain, besides hammers, pliers and wood, a number of wire gauges and walnuts which were apparently to be used as gauges.

There were several women in the room when the third man was admitted, and he immediately seized one of them and threatened the others with knives. One woman, however, slipped away and gave the alarm.

The robbers immediately rushed from the house, but the prisoner was arrested by a Chinese constable. He was seen to throw a knife into the side channel, but the constable secured it.

Prisoner declared that he had nothing to do with the robbery. The constable first seized him and then picked up the dagger. A man in the jury returned a unanimous verdict of "Guilty" without retiring.

The prisoner, who had had a previous conviction, was sentenced to four years' hard labour.

BAG SNATCHING IN KOWLOON.

A THIEF GETS HIS DESERTS.
GAOL AND THE BIRCH.

A plea of guilty was tendered by a Chinese at the Kowloon Magistrate's Court yesterday when he was charged before Mr. W. Schofield with stealing a hand bag from Miss S. Lee, a Chinese lady living at No. 22, Kowloon Tong.

According to the statement of a police officer, the defendant snatched the hand bag from Miss Lee while she was walking with a friend in Montague Ede Road on Tuesday afternoon. A hue and cry was raised and the defendant attempted to escape by a lane at the rear of Dr. Kwan's house, but was caught by a Sanitary Department foreman and a Chinese gentleman who took up the chase.

His Worship passed sentence of six months' hard labour and fifteen strokes of the birch.

THE ALTERED BANK NOTES.

TWO DEFENDANTS DISCHARGED.

Three Chinese were again brought up on remand before Mr. W. Schofield at the Kowloon Magistrate's Court on a charge of uttering two \$100 notes which had been raised from two \$10 notes.

Mr. Hodgson appeared for the two defendants and Mr. D. McCannum was for the 3rd defendant. It will be remembered that one of the defendants went to a store to make a purchase amounting to about \$8 and for which he offered a \$100 note. The change was given but the next day the note was found to have been raised from a \$10 note.

A few days after the three defendants were unfortunate enough to go into a shop kept by the brother of their first victim. They were alleged to have tried the same trick and the trio were arrested.

After evidence had been heard the second and third defendant were discharged. The case against the first defendant was remanded until Friday at 2.30 p.m.

KILLED BY MOTOR BUS.

An inquest was held by Mr. W. Schofield sitting as Coroner with a jury at the Kowloon Magistrate's Court on a Chinese who was killed as a result of being run over by a motor bus on December 18th at the junction of Prince Edward and Kowloon City Roads.

Police evidence stated that the brakes of the bus were in good working order, and other evidence showed that the deceased alighted from the car before it stopped. The jury returned a verdict of death through misadventure.

"SAN NAM HOI" PIRACY.

(CONTINUED FROM PAGE 4.)

"THAT D... CAT WHISKERS."

HUNT FOR THE HIDDEN COMPADORE.

Interviewed by a Daily Press representative, Mr. Yue Fai Ting, Compadore of the s.s. *San Nam Hoi*, said that he was in his cabin when he heard that someone on board was asking for that "D... Cat Whiskers." He at once knew that someone was after him and having in mind that he had been warned by the Chief of Police at Kowloon that some of the disarmed crew had sworn vengeance on him, he at once took the wise course of hiding himself.

After some manuvring behind cover, he succeeded in getting into the cargo hold, where he concealed himself under some heavy bales of merchandise.

When asked what he had seen, the compadore said that he saw nothing. He had concentrated upon saving his life. The Chief of Police at Kowloon told him that some of the disarmed crew had allied themselves with bandits and would attack the ship before New Year. Mr. Yue said that he had the deciding voice on all West River boats, with regard to engaging and dismissing crews, and as a result of the dispute which the Canton Union had with the Kowloon Union about two months ago, he had discharged a number of men. Those affected appeared to be dissatisfied and when they left the ship, they told him to be careful.

The attackers, however, made the mistake of asking for the compadore and the superintendent before they had control of the ship. It was only after they had failed to find the compadore and the superintendent that they made the attempt to seize the ship, not for the purpose of looting it, in the compadore's opinion, but in order to have a free hand to search for him and his assistant. On the other hand, what loot they could get would come in handy.

Further the compadore said that the attack must have been planned by someone who knew the routine of the ship, for he had been the only man in the ship to wash down the upper deck about half an hour after leaving Kowloon and at that stage the firing ceased off a bit, and acting under instructions from Capt. Sparke, I went to close the grille and door on the starboard side. The Capt. covered me with his revolver. The pirates were cut off from the bridge and they stopped firing.

Up to this time no gunshot was in sight although we kept bowing our stern. The pirates apparently had had enough of it and began to jump overboard and swim to sampans waiting for them. The Captain turned the ship round and I opened fire at them with a Winchester rifle. Capt. Sparke also firing with a Greener, 1101 gun. The pirates hid themselves in the sampans, but some of them were unfortunate for them, for some Merchant Volunteers attracted by our firing were waiting for them.

Mr. Houghton and Capt. Sparke told rather a different story. According to them the moment fired, the first few shots had been fired, where he made himself scarce. The Captain had to take charge of the wheel and the telegraph besides keeping some sort of look out, which made his work of defending the bridge all the harder.

Throughout the struggle, the ship neither stopped nor altered her course. She steamed along with the two officers fighting their way out as best they could.

AN UNANIMOUS TRIBUTE.

Both Capt. Sparke and the entire Chinese crew paid the highest tribute to Mr. M. F. Houghton, the Chief Engineer, for the gallant part he played in this grim tragedy. He was said to be mainly responsible for putting the pirates to flight. He was everywhere, firing at the attackers from all possible vantage and lending all assistance to the Captain. Under great peril to himself and only protected by Capt. Sparke's gun, he undertook the risk of shutting the grilles and steel-plated door on the starboard side thus completely shutting off the pirates.

His determination to teach the pirates a sound lesson did not wane after the attackers had jumped overboard and were swimming to the sampans waiting for them. Immediately after the Captain had swung the ship round, Mr. Houghton lost no time in sending a fusillade after them, and out of the seven killed, he must have been responsible for a good many of them.

When our representative went round the ship yesterday morning, he found several bullet marks close to where Mr. Houghton had stood during most of the fight. On the starboard side, which he had defended there were no fewer than thirty marks on the side of the superstructure and overhead.

MR. HOUGHTON'S MODEST ACCOUNT.

RUSH TO DEFEND THE BRIDGE.

A Daily Press reporter interviewed Mr. Houghton on board the *San Nam Hoi* yesterday morning and from him the following account was gleaned. Mr. Houghton said that he was in his cabin reading at about 9.15 a.m. on Tuesday morning. It was about fifteen minutes after they had left Pakkai. He heard revolver shots, and at once opened his cabin door. He saw Capt. Sparke rush toward the bridge with an automatic in his hand. Quite unarmed, Mr. Houghton ran toward the companionway, which gave access to the lower deck. There he saw several Chinese with short firearms in their hands. He could not see any Indian guards at the time, although they were supposed to be on duty on the lower deck.

Presence Of Mind.
Without losing his presence of mind, Mr. Houghton at once closed the grille on the port side. At this time there were three pirates on the starboard side and two further aft.

These two men fired at Mr. Houghton about nine or ten times. He dodged the first shot and then rushed back to his cabin for his gun. Then from some peep-hole in the steel plates he returned the attackers' fire.

Continuing, Mr. Houghton said: "When I saw a couple of men in the mess-room, I opened fire at them and they retreated. My pistol ran out then and I had to get back into my cabin to reload. The Captain was then firing from the starboard side. His cartridges also ran out and he had to ask me for my revolver. I then went to close the port-side and amidship grilles. I saw no pilot or quarter-master on deck."

"On the starboard side I saw Mr. Conway huddled against a tool-chest. I think he must have been shot as he came out of his cabin and he still had his fully loaded revolver in hand. At this stage the firing ceased off a bit, and acting under instructions from Capt. Sparke, I went to close the grille and door on the starboard side. The Capt. covered me with his revolver. The pirates were cut off from the bridge and they stopped firing."

Up to this time no gunshot was in sight although we kept bowing our stern. The pirates apparently had had enough of it and began to jump overboard and swim to sampans waiting for them. The Captain turned the ship round and I opened fire at them with a Winchester rifle. Capt. Sparke also firing with a Greener, 1101 gun. The pirates hid themselves in the sampans, but some of them were unfortunate for them, for some Merchant Volunteers attracted by our firing were waiting for them.

THE OFFICERS OF THE SHIP.

THE LATE MR. H. CONWAY.

AN AGED MOTHER IN GERMANY.

The late Mr. H. Conway, the Chief Officer of the *San Nam Hoi*, who was killed, was 56 years of age. He was a member of the China Coast Officers' Guild, and also of the Institution of Engineers and Shipbuilders of Hong Kong.

A very genial man but of rather a retiring nature and extremely well read, he had many friends, and was universally liked. His death will be keenly regretted by his many brother officers on the China Coast.

Mr. Conway had been with the *San Nam Hoi* for a matter of 4½ years. He was not married, but he leaves an aged mother who lives in Germany.

All the officers of the steamer are insured on behalf of the owners against piracy, and under this clause Mr. Conway's mother is entitled to receive the sum of \$10,000.

Captain Sparke.
Captain William Hugh Sparke has been on the *San Nam Hoi* for about 1½ years. Previously he spent many years at Shanghai.

Mr. Houghton.
Mr. M. F. Houghton, the Chief Engineer, is a British subject and has been with the *San Nam Hoi* for two years. He is the only European member of the engine room staff, the second and third engineers being Chinese. A fitter, two Chinese greasers, four firemen and two trimmers complete the personnel under his supervision.

Although the compadore and other members of the crew did not recognize any of the pirates, Mr. Houghton was, however, able to identify one man as having worked for the compadore previously. He had had no time to study everyone of them as he was busily engaged in defending the bridge, and he could not see very well through the peepholes.

The Pirated Ship.

The *San Nam Hoi*, formerly named the *Nam Hoi*, and before that the *Tai On*, is a steel screw steamer of 722 tons gross and 427 nett. She was built in Hong Kong by the Kwong Hip Lung as long ago as 1891 and was engaged by the same firm with 37 N.H.P. The vessel was rebuilt in 1914 by the Kwong Fat firm of Hong Kong.

The agents of the *San Nam Hoi* are the Fat Hing Steamship Company, 14, Des Vaux Road West. The owner is Mr. Soo Shou Nam. The vessel, which is registered in Canton, is 172.3 feet in length, with a beam of 35.1 feet and a moulded depth of 10.1 feet.

No Sailing Date Fixed.

It is more than likely that the *San Nam Hoi* will not resume her West River run until after China New Year, but there is just the possibility that she may make one more trip before then, but no date of sailing has yet been fixed.

Flags At Half Mast.

Flags on river steamers lying at wharves along the waterfront yesterday were flown at half mast, in view of the tragic death of Mr. Conway.

THE OFFICIAL REPORT.

NAVAL WIRELESS, Jan. 17th.
S.S. *San Nam Hoi*, 722 tons Gross, Chinese Flag, was attacked by pirates in the vicinity of Pakkai, at about 9.30 a.m. on January 17th. The Chief Officer and two Indian Guards were killed, and two Indian Guards were wounded. The pirates jumped overboard after failing to take control of the ship.

It is believed that the piracy was carried out by the discharged crew of the *San Nam Hoi* who belong to the Seamen's Union at Pakkai. Six pirates are believed to have been killed in sampans. Local Cantonese authorities have arrested 11 suspects in the village of Min Hoi and some more in the neighbourhood.

THE TWO INDIAN GUARDS.

Sakun Dar and Meecha Khan, the two Indian guards who were killed in the piratical attack on the s.s. *San Nam Hoi* on Tuesday morning were buried yesterday afternoon at the Mohammedan Cemetery at Happy Valley.

The cortege left the Mortuary at about 12.30 p.m., escorted by the deceased's friends and brother guards on other vessels. The Mul-lah officiated at the graveside.

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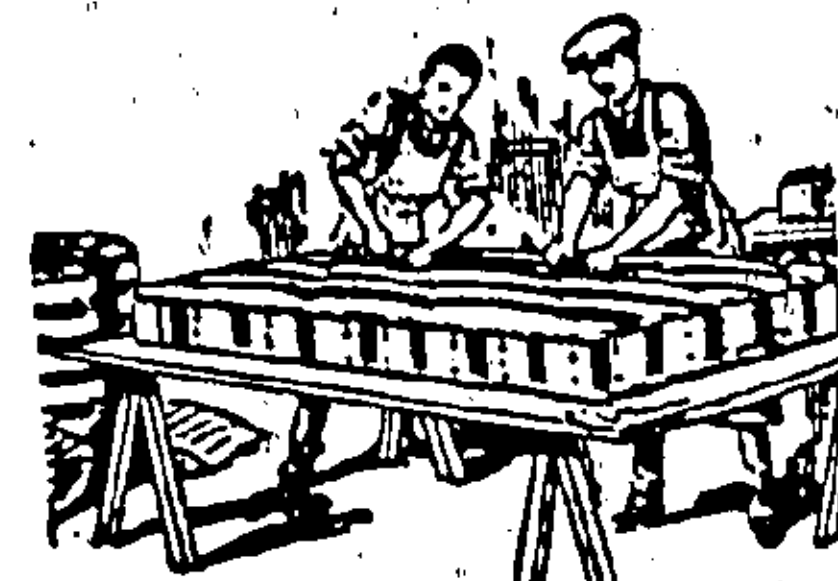
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- 9239 BLUE SKIES-SELECTION
JAY WHIDDEN'S ORCHESTRA.
- 9113 YVONNE-SELECTION
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NEW ADVERTISEMENTS.

NOTICE.

IT IS HEREBY NOTIFIED that owing to the CHINESE NEW YEAR HOLIDAYS A CONSTANT SUPPLY OF WATER will be given in ALL RIDER MAIN DISTRICTS during SATURDAY, SUNDAY and MONDAY, the 21st, 22nd and 23rd INSTANT.

HAROLD T. CREASY,
Water Authority.

Public Works Department,
Hong Kong, 18th Jan., 1928. [5796]

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the TRANSACTION OF PUBLIC BUSINESS on MONDAY and TUESDAY, the 22nd and 23rd INSTANT.

Hong Kong, 18th Jan., 1928. [5795]

FANLING HUNT.

THE FANLING HUNT PAPER CHASE JANUARY CUP to be run on MONDAY, 23rd JANUARY. Meet at KWANTISTABLES at 11 A.M. [5797]

HONG KONG PHILHARMONIC SOCIETY.

OWING TO MONDAY NEXT being a Public Holiday, the EXTRA-ORDINARY GENERAL MEETING arranged for that day is POSTPONED to WEDNESDAY, JANUARY 25th, at 5.30 P.M. at the CATHEDRAL HALL.

H. J. REST,
Hon. Secretary. [5793]

RE KAI TACK LAND INVESTMENT CO., LTD.

(In Liquidation).

SHAREHOLDERS of the above Company are requested to send in to the Undersigned their Share Certificates relating to Shares held by them in the above Company for Redemption and Cancellation when the voluntary Winding Up of this Company.

T. S. & HODGSON,
Solicitors to the Liquidators,
Paddar Building,
Hong Kong, 18th Jan., 1928. [5794]

THE HONG KONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FORTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHISON & Co., Ltd., on THURSDAY, 19th FEBRUARY, 1928, at 12.30 P.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 31st DECEMBER, 1927.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, 26th JANUARY, to THURSDAY, 1st FEBRUARY, 1928. Transfer of Shares can be registered by Order of the Board of Directors, L. S. GREENHILL,
Secretary.

Hong Kong, 10th Jan., 1928. [5770]

NOTICE.

MONIES up to \$100,000 are Available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.

Apply—Messrs. DEACONS,
Princes Buildings. [5791]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale by Public Auction to be held on THURSDAY, the 25th DAY of JANUARY, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of One LOT of CROWN LAND, at New Kowloon in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1892, with the option of renewal to a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in square feet	Annual Rental	Upset Price
1	New Kowloon Island	As per plan	8,390	16	\$2,350
2	Adjoining to Lot 1	As per plan			
3	Adjoining to Lot 1	As per plan			
4	Adjoining to Lot 1	As per plan			

[5790]

INTIMATIONS.

HELENA MAY LADIES' GYMNASIUM CLASS.

FOR HEALTH AND ENJOYMENT

LADIES interested in Gymnastics, Games and Country Dancing are invited to join the above Class held at the HILSWAY MAY INSTITUTE on FRIDAYS, at 5.30 P.M. Fee 15 for 4 Successive Classes. The Class is directed by Miss SIGGINS. [5764]

FANLING HUNT STEEPLECHASES.

SATURDAY, 21st JANUARY, At 3 P.M.

ADMISSION to Public Enclosure \$1.00. Ladies Free. Admission to Subscribers' Enclosure on production of Badge only. Subscribers can introduce Two Ladies Free, and Two Non-members at \$5.00 Each. Cars parked on the Racecourse \$5.00 Each. Free parking arranged off the Course. Tickets obtainable from Dr. F. PIERCE GROVE, ALEXANDRA BUILDING.

SPECIAL TRAINS—Return Fare: 1st Class \$1.50; 2nd Class 90 Cents. TRAINS Leave Kowloon: 2.00 P.M. Returns: 6.00 P.M. [5763]

TO LET.

A Large Corner FLAT in HUNTER BUILDINGS, KOWLOON. Apply to HUMPHREYS ESTATE & FINANCIAL CO., LTD., ALEXANDRA BUILDINGS. [5817]

TO LET—For 5 Months from 3rd MARCH, on the PEAK within Easy Reach of Tram Terminals, Six-roomed HOUSE with Verandah, Cool and Breezy, Excellent View. Well-furnished and Modern Sanitation. Use of Car may be arranged. Apply Box 5739, c/o Hong Kong Daily Press. [5739]

FLATS TO LET KOWLOON.

46/52, NATHAN ROAD,

FLATS OF TWO ROOMS.

RENTS—\$30 and \$100 PER MONTH.

MODERN SANITATION AND SERVANTS' QUARTERS.

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S. J. DAVID & CO.

DAVID HOUSE

67/69 DES VOUEUX ROAD

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Hong Kong Office: 11, Ice House Street.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JANUARY 19th, 1928.

AMABLE SUGGESTIONS FROM HOME.

THE debate in the House of Commons upon the supplementary vote needed for the maintenance of the Shanghai Defence Force brought forth some weird and wonderful suggestions for the solution of China's problem. The most remarkable, however, came from Colonel WEDGWOOD, the Labour representative of Newcastle-under-Lyme. He asked why the foreign nations did not co-operate in summing up a conference of the various Chinese Governments and ruling powers with a view to eliminating the bitterness between the "Westerners and China." By the "ruling powers" we suppose he meant the military leaders. There is no indication that laughter followed the suggestion and so we presume that it was regarded by the Members of Parliament assembled as a perfectly serious and reasonable contribution to the discussion. Imagine the Diplomatic Body in Peking issuing polite cards of invitation, nicely

INTIMATIONS.

Fine SHERRIES

Grown, Bottled and Shipped by

GEO. G. SANDEMAN
SONS & Co.

Xeres de la Frontera
and Oporto.

	Duty Paid	Per Case	Per Bot.
Fine Old Brown	40.00	3.45	
Manzanilla (Bottled in 1895)	37.00	3.20	
Light Dry	37.00	3.15	
Solera	39.00	3.30	
Very Pale Dry	42.00	3.60	
Pale Dry Nutty	46.00	3.95	
Fine Old Brown	48.50	4.20	
Brown Bang	57.00	4.85	

and Fine PORTS

Douro	41.00	3.50
Old Invalide	42.00	3.60
Old Tawny	44.00	3.80
Old White	48.00	4.15
Very Old Tawny	64.00	5.50
Oldest & Finest	66.00	5.70

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

[5800]

printed in gold lettering, requesting the honour of the attendance of CHANG KAI SHEK, Li Tsai Hsin, WANG CHING WEI, TANG SENG CHU, the Christian General and a few others at an afternoon reception with tea and light refreshments. To make certain that these gentlemen would immediately don their top hats and frock coats to attend such a "gathering it would, of course, have to be announced that the massed bands of the Shanghai Defence Force, by kind permission of the Commanding Officer, would provide the musical programme. It is an idyllic picture, but as a contribution towards the solution of China's chaotic conditions it is about as useful as Mr. E. V. D. PARR's recommendation, contained in a letter to the Times, that the Tutchens should direct their efforts towards building motor-roads. If all the politicians would pocket their likes and dislikes and meet in a friendly conference and all the war lords would stop making war and employ their armies in road building China would have no problem to solve. But they will not and that is the sole cause of the trouble.

Mr. Looker expressed the view that it would be worth while to consult moderate opinion in China, which was agnostic at what was taking place. It is of little use, however, consulting "moderate opinion" if the moderate element are not prepared to take action, or cannot co-operate in sufficient numbers to support any action which a foreign power might, at their request, be prepared to take. We are inclined to agree with Mr. J. O. P. BLAND that the great majority of the respectable classes in China—the gentry, scholars, merchants, manual workers and farmers—would be fervently grateful for intervention by any nation and in

any form which would restore security for life and property. But while they remain silent, while they remain aloof from the turmoil and are afraid to raise their voices either in protest or appeal it is certain that nothing will be done to help them. The policy adopted by the British Government—that of patience—seems the only practical one in the circumstances. The Shanghai Defence Force remains on the spot ready to safeguard the lives of British subjects if they are placed in jeopardy and in the meantime the only course for the British merchant is to rely upon his own initiative to carry on his trade wherever openings can be found. The programme is not spectacular or heroic but it is the one which will perhaps yield the best results in the long run.

It must not be forgotten either that the problem presented by China's chaos is somewhat changed to-day from the one presented to the Powers two years ago. Then the country was regarded as a single entity. Now it is split into divisions and there is a possibility that each of these divisions will endeavour to maintain independence and to establish some form of Government without relation to other groups. If General Li Tsai Hsin is successful in the South, for example, he will in time restore order and the provinces of Kwangtung and Kwangsi will again provide a market in which trade may be conducted on a reasonable basis.

A Chinese shopkeeper of No. 6, Stanley Street, has reported to the police that while he was in Des Voeux Road Central on Tuesday his pocket was picked and a deposit receipt for \$5,400 was stolen.

Starting from next Friday an additional launch will be added to the service of the Hong Kong-Yaumatei Ferry, making a total of five vessels on the run. The service at night will be continued up to 3 a.m.

A Musical will be held at the Helena May on Thursday, January 26th, at 3.30 p.m. The programme will be of French Modern Music. Tickets to be booked at the Secretary's office. Tea may be had from 4 p.m. onwards.—ADVT.

Owing to Monday next having been declared a public holiday, the extraordinary general meeting of the Hong Kong Philharmonic Society, arranged for that date, has been postponed until Wednesday, January 26th, at 3.30 p.m., at the Cathedral Hall.

A book employed by Mr. G. H. Wilson, of No. 20, Pokfulam Road, was sentenced to eight weeks' hard labour by Mr. R. E. Lindsell at the Central Magistracy yesterday for stealing a length of linen and a motor rug. The man's plea that he was the victim of other servants who had a grudge against him, was not believed.

Twenty Chinese coolies who were caught playing fan tan on the premises of the Hong Kong Electric Company at North Point were fined \$3 each at the Central Magistracy yesterday. A confiscation order was made in respect of \$10.00 found by the police during the raid. Another man who was caught in the act of enticing small boys with three dice and a piece of cloth was fined \$5.

Arrangements are in hand for holding the Burns Night dinner, which is to be held under the auspices of the Hong Kong St. Andrew's Society, at the Volunteer Headquarters on Wednesday, January 25th. The toast "The Immortal Memory of Robert Burns" will be proposed by Mr. Robert G. Sheehan, a past President of the Society. Other toasts will be "The King" to be submitted by Mr. D. Templeton, the President of the Society; and "The Lassies," to be proposed by Mr. W. Kay and responded to by Mr. R. E. Lindsell. Grace will be said by the Rev. J. Kirk Macdonald.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 4.20 p.m., stated:—

The anti-cyclone has again increased slightly in intensity. A shallow depression remains over Japan. Fresh to strong monsoon will prevail along the coast and over the North China Sea. Local Forecast:—North winds, fresh, fine.

HONG KONG RAINFALL.

WHAT THE RECORDS SHOW.

PROBABILITIES FOR THE FUTURE.

LESS RAIN DURING NEXT TEN YEARS.

The series of wet years which commenced about 1915 shows no abatement in 1927. Last year's rainfall amounted to 107.37 inches being 1.81 inches or 25 per cent. above the average for the last 44 years. The last ten years average 93.39 inches a year and include five years of over 100 inches a year. A similar spell began in 1888 and ended in 1907. Its average works out to 92.02 inches a year and it also included five years with rainfall of over 100 inches. It was followed by a spell of dry years, the average for the ten years 1898-1907 being only 77.31 inches a year. The 44 years' records we have show no definite increase or decrease in the rainfall and no definite cycles. We can only say that after a series of wet years a series of dry years usually follows, and it seems probable therefore that the next ten years will have much less rainfall than the ten through which we have just passed.

The tables below give the monthly rainfall for 1927 with the corresponding means and extremes, and the yearly rainfall from the date of the opening of the Observatory—1884.

Year	1927	1884-1927	MEAN	MAX.	MIN.
JANUARY	31	1.31	8.43	00	
FEBRUARY	43.3	1.79	7.93	00	
MARCH	4.54	2.90	11.49	17	
APRIL	7.12	5.68	17.16	1.93	
MAY	9.45	11.93	18.84	1.15	
JUNE	11.68	13.71	24.37	2.34	
JULY	18.73	14.64	30.08	4.57	
AUGUST	20.91	14.43	34.31	3.97	
SEPTEMBER	6.16	9.82	30.69	.63	
OCTOBER	5.42	5.04	23.89	.01	
NOVEMBER	1.83	1.76	8.81	.00	
DECEMBER	1.37	1.05	4.90	.00	

Yearly Rainfall at Kowloon Observatory.

Year	1884	1906	1927
1884	73.42	1906	77.20
1885	105.92	1907	93.35
1886	60.17	1908	91.87
1887	66.29	1909	73.73
1888	104.38	1910	70.12
1889	110.72	1911	90.55
1890	70.91	1912	83.73
1891	117.12	1913	100.31
1892	90.37	1914	100.91
1893	99.66	1915	76.03
1894	104.23	1916	79.86
1895	45.82	1917	81.49
1896	72.78	1918	101.60
1897	100.03	1919	76.14
1898	57.03	1920	107.88
1899	72.70	1921	97.33
1900	73.73	1922	60.43
1901	55.78	1923	106.74
1902	97.59	1924	98.57
1903	93.65	1925	87.59
1904	80.41	1926	100.78
1905	70.93	1927	107.37

Forty-four years average 56.06 inches.

WRONG MAN ARRESTED.

EXCITING CHASE THROUGH STREETS.

STREET ROBBERY RECALLED AT CRIMINAL SESSIONS.

At the Criminal Sessions yesterday morning, before Mr. Justice J. H. Wood, a Chinese was charged with having assisted in the robbery of \$1,500 in money and two bundles of Canton National Bonds. It was alleged that prisoner with two others, set upon the man who was carrying this money, knocked him down, and snatched the money.

Mr. Somerset Fitzroy who prosecuted for the Crown said the incident occurred on November 30th last year when the attacked man was taking the money and securities to the St. Charles Harcourt which was to convey them to Canton. When outside 28, Cornhill Road West, he was attacked by three men. One man knocked him down and the other two committed the robbery. One of them threw some pepper in his face which was no doubt intended for his eyes.

They then ran away and their victim gave chase. During the hunt two of the men disappeared and the prisoner was eventually arrested. With the exception of brief periods when rounding corners the prisoner was kept in sight all the time until he was caught.

The prisoner maintained that he had been a street coolie for 6 years and had no connection with the robbery. He was arrested in mistake for another man.

After an absence of 15 minutes the jury returned a verdict of "not guilty" and the prisoner was consequently discharged.

A FORGED WILL.

FATHER DECEASED BY HIS SON.

PLEADS FOR LENIENCY.

Members of the legal profession and the Registrar of the Supreme Court were among the witnesses at the Central Magistracy yesterday afternoon when a Chinese youth Lau Shiu Fuk appeared before Mr. R. E. Lindsell on serious charges.

A plea for leniency was put forward by the youth's father, stating that his son had been misled in his actions.

The charges were (a) that he did feloniously steal two deposit receipts for \$300 and \$481.93 on the Ki Fung Yuk wine shop, the property of the complainant (his father); (b) that on December 1st, 1927 he uttered a forged document purporting to be the will of Lau Po Son (his father) with intent to defraud; (c) that he did obtain probate by false affirmation with intent to defraud the Hong Kong and Shanghai Bank in the sum of \$1,500; (d) that he did make a false declaration on oath before Mr. C. D. McLaurine that his father was dead and had executed a last will appointing him sole executor; (e) that in order to obtain probate he did falsely swear two affirmations before Mr. C. D. McLaurine.

The Case Outlined.

In outlining the case, Mr. T. S. Whyte Smith (Assistant Crown Solicitor) said that the accused stole the two deposit receipts on the Ki Fung Yuk wine shop at Bonham Strand West and another for \$1,500 issued by the Hong Kong and Shanghai Bank; in the name of his father. Accused succeeded in withdrawing the deposits with the Chinese firm as the people there knew him, and his father. Realising that he could not draw the money from the Hong Kong and Shanghai Bank without the specimen chop which his father had left with the bank, accused visited Mr. H. S. Lo (Barrister-at-law), who introduced him to Mr. H. K. Wu, of Messrs. Wu and Nash, to whom he related the fictitious death of his father and produced a will before Mr. Wu, who did not know the accused's father or the fact that he was then alive. They then went through the process of obtaining probate.

Registrar's Evidence.

Mr. C. D. McLaurine (Deputy Registrar, Supreme Court) gave evidence of affirmations made before him on oath by Lau Shiu Fuk, when a will was also produced, on which probate was granted. Witness said he was unable to identify the defendant as the man who made the affirmations.

Visits To Mr. Lo.

The next witness, Mr. H. S. Lo, Barrister-at-law, said that he knew the accused early in November last when he introduced himself as an assistant master in a night school. Witness did not know accused's relatives. On a later visit accused brought a will, and before producing it begged for assistance as he was poor and had no friends to help him in getting the money. In consequence of accused's story and the will which appeared to be genuine, witness put him in touch with Mr. H. K. Wu.

Mr. Wu Deceived.

Mr. H. K. Wu gave evidence of accused's visits to him with a document purporting to be the will of Lau Po Son, and at the same time handed him a deposit receipt of the Hong Kong and Shanghai Bank for \$1,500. Accused gave witness instructions to apply for probate, stating that he was the person mentioned in the will and the sole executor. Accused also said that his father, Lau Po Son, died in August 1927. Witness did not know accused's relatives and took the necessary steps to obtain probate.

Continuing Mr. Wu said that he sent the probate to the bank for registration. It was arranged that the accused should go with witness or one of his staff to the bank to draw the money. Later witness heard from Sergeant Whant that Lau Po Son was not dead.

(Continued on next column.)

ST. PETER'S CLUB WELCOMES THE DEAN.

A HAPPY SOCIAL EVENING.

THE AIMS OF ST. PETER'S CHURCH.

The Dean of Hong Kong and Mrs. Swann were given a hearty welcome last night at the St. Peter's Church Young Men's Club, when a number of members of the Club and of the St. Peter's Church Council were present to be introduced to the guests.

Mr. G. W. Griggs, Secretary of St. Peter's Church Council in welcoming the Dean and Mrs. Swann on behalf of the Council said that the congregation of the St. Peter's Church were always to the fore wherever any help was wanted of them. They had never turned a deaf ear to any appeal and the Church was doing good work to bring all Christians together.

The young ladies and men of St. Peter's were always ready to help and the Dean had only to ask and their support would be forthcoming.

Mr. F. Mow Fung on behalf of the congregation said that the privilege of entertaining the welcome should have been his sister's who was the senior member of the congregation but as she was timid in such public gatherings the honour fell to him.

On occasions like this a vicar had to listen to a discourse from one of his flock, but usually it was the other way round (laughter). When he first joined the church, he was at once impressed by the Christian spirit permeating all members of the congregation. The particular aim of the Church was to break down racial, social and class distinctions, and in this they had succeeded. Mr. Mow Fung said he was proud of St. Peter's and particularly of their organ and Honorary Organist, Mr. G. W. Griggs, both of whom made a lovely pair (laughter) and he invited the Dean and Mrs. Swann to hear them one day. He said that even the Westminster Abbey Choir could not be better (laughter).

In returning thanks for the warm welcome extended to him, the Very Rev. A. Swann said that the Cathedral was the Mother Church of the Diocese and the centre of religious work in Hong Kong. He hoped for this reason to see people of both churches mingling. Both churches were a home for all. When there was another assistant at the Cathedral he hoped to do even more work at St. Peter's.

The Concert.

At the conclusion of the speeches, an interesting musical programme was given Mrs. G. W. Griggs played the accompaniment admirably, to Mrs. Bailean (violinist), and Mr. R. Glover sang "Because," "Sincerity," and an old English folk song "Billy Boy." The happy evening broke up well past 11 p.m. and warm thanks were returned to the Mow Fung sisters for supplying the refreshment, and also to Mr. and Mrs. G. W. Griggs and Mrs. Glover for the musical programme.

The Father's Appeal.

Lau Po Son said that the accused was 18 years of age and was his third son. Witness denied that he made a will and identified the deposit receipts as documents which he left in a box when he paid a visit to his village. These documents were missing on his return. The accused had no authority to take the documents. Witness asked his Worship to take a lenient view of the case.

Mr. Lindsell: What am I to do when your son swore in court that you are dead?

Witness: I am satisfied that my son was led astray during my absence. I beg your Worship to take a lenient view of the case because the boy's mother is talking of committing suicide.

Mr. Lindsell: I cannot help that. Among other witnesses called was Mr. T. S. Hammond, of the Hong Kong and Shanghai Bank, who deposed to having registered the document received from Messrs. Wu and Nash in connection with the deposit of \$1,500. Witness said that before the money was paid over the police intervened.

The case was adjourned until 11.30 a.m. next Saturday.

CHIANG KAI SHEK ESTABLISHING HEADQUARTERS TO RENEW OFFENSIVE AGAINST NORTH.**EX-CHRISTIAN GENERAL'S TROOPS ADVANCING IN HONAN.****FENGTIEN LEADERS ADMIT "DISTURBANCE" HAPPENED AT CHANGTSEHU.****CITY REPORTED IN HANDS OF FENG'S TROOPS.****IS CHANG TSO LIN AIMING AT THE PRESIDENCY?**

Marshal Chiang, according to the native Press, has established his headquarters (at Nanking presumably) and has made several staff appointments with a view to an early resumption of his campaign against the Fengtienese. He has also issued a statement to the effect that the Kuomintang has now no longer any connection whatever with the Russians or Communists and that China "must stand independently and fight her way through."

The ex-Christian General's troops are advancing in Honan, and Reuter reports that they, in conjunction with the Chihli-Shantung Society, have been engaging in hostilities with Chihli-Shantung troops. An unconfirmed report states that Marshal Feng's troops have occupied Chengtsehu. The Fengtienese admit that there has been "disturbance" at that important Honan city.

The latest news of the much-discussed National Conference at Nanking is that it may be held shortly after the New Year's Day.

News to hand from Peking states that there is at present a gathering of Fengtienese leaders which seems to give colour to the rumour that Chang Tso Lin is shortly petitioning to assume the Presidency.

NEW NATIONALIST ARMY STAFF APPOINTMENTS.*(Wah Keung Po.)*

SHANGHAI, January 18th.

General Chiang Kai Shek has today decided to establish his headquarters so that he can renew his offensive against the North at the earliest possible moment. His staff appointments are as follows:—

Ho Ying Yim, Commander to the 1st Route Army; Li Chung Jen, 3rd Route Army; Chu Pei Teh, 5th Route Army; Fang Chin Wu, 11th Route Army; Chan Tu Yuen, Chief Commander of Reserves.

THE NANKING CONFERENCE MAY OPEN SOON.*(Wah Keung Po.)*

SHANGHAI, January 18th.

The 4th Plenary Session at Nanking is still in abeyance owing to the approach of the Chinese New Year. It is hoped that the Session will be opened soon after New Year's day.

There are now 22 members in the Executive Committee of the Nanking Government. Though not quite in harmony with one another at present, they are trying hard to unite. Reliable reports state that there may be an early fusion.

WUHAN AND NANKING TO RESUME HOSTILITIES.*(Wah Keung Po.)*

SHANGHAI, January 18th.

The war between Wuhan and Nanking will soon be resumed. General Pei Chung Hai is still at Poo Chi and it is reported that he ordered a general attack on the 17th inst.

THE KUOMINCHUN'S ADVANCE.*(THROUGH REUTER'S AGENCY.)*

PEKING, Jan. 18th.

Heavy fighting is now progressing in the region of Changtsehu, the Kuominchun troops, with the assistance of the "Heavenly Gate" Society, engaging with the Chihli-Shantung troops.

An unconfirmed report states that Changtsehu has been occupied by the Kuominchun. It is known that trains are now going no further than Hantan and it is officially admitted that there has been "disturbance" at Changtsehu.

The Kuominchun are also advancing to the south of Tainingfu and four train-loads of Fengtien troops are being hurriedly despatched to Tzecho in order to check this advance by a flanking movement.

MR. MARDY JONES, M.P.**STUDYING LABOUR CONDITIONS IN THE EAST.****NOT WANTED IN JAVA.***(THROUGH REUTER'S AGENCY.)*

SINGAPORE, Jan. 18th.

The Labour M.P., Mr. Mardy Jones, has departed in a west-bound steamer for Batavia. Mr. Mardy Jones, who has been studying labour conditions in the Bengal coalfields and elsewhere, addressed the All-India Trade Union Congress at Cawnpore and attended the All-India Congress at Madras in December. He was not permitted to land in Java because he is alleged to be an emissary of a league against colonial oppression. The Javanese Government notified the Dutch Government that no representative of that league, of whatever nationality, will be admitted into the country.

CONFLAGRATIONS IN U.S. CAPITAL.**EXTRAORDINARY SERIES OF OUTBREAKS.***(THROUGH AMERICAN SERVICE.)*

WASHINGTON, Jan. 17th.

Washington experienced its greatest scare of recent years when an unprecedented series of fires broke out all over the city in the course of last night.

The fire-fighters were first called out to a blaze at about midnight, and from that time until early morning alarms were sent out from all parts.

There were four major conflagrations, interspersed with a large number of smaller ones, while false alarms were numerous.

The authorities sent out calls for assistance to nearby cities, and ten fire companies made the forty-mile run from Baltimore in time to combat at least two big blazes.

The damage is estimated to run into hundreds of thousands of dollars; at least twenty firemen were overcome by smoke, though fortunately there were no fatalities.

Two of the fires were in the business section, and incendiarism is suspected.

HANGED PUBLICLY.**FATE OF THREE CIRCASSIAN REACTIONARIES.***(THROUGH REUTER'S AGENCY.)*

CONSTANTINOPLE, Jan. 18th.

Three members of the reactionary Circassian band, who landed on the Smyrna coast from Samos for the purpose of making an attempt on the lives of Turkish leaders at Angora, were hanged at dawn on the bridgehead at Stamboul in the presence of a crowd of sightseers.

COMMANDER BYRD AND THE ANTARCTIC.**THE LATEST VENTURE.***(REUTER'S AMERICAN SERVICE.)*

CHICAGO, Jan. 17th.

The Polar aviator, Commander Byrd, is setting out in September on an Antarctic Expedition from New York in the ice-ship *Gamgee*, which is at present being fitted out at Tromsø, in Norway.

The expedition will comprise 50 or 60 men, who will take with them a hundred dogs, with which to establish bases on the landing grounds of the Ross Ice Barrier to within a thousand miles of the South Pole.

The final flight will be one of 2,000 miles over an ice-field believed never to have been previously traversed.

Commander Byrd expects to return to the United States in June, 1929, but he may be compelled to remain in the Antarctic until June, 1930.

BRITISH NAVAL PROGRAMME.**ONLY TWO CRUISERS TO BE BUILT THIS YEAR.****SIX MILLIONS SAVED.***(THROUGH REUTER'S AGENCY.)*

LONDON, January 17th.

The shipping world understands that the British Naval programme for 1928 and 1929 includes only two cruisers, and also nine destroyers and six submarines.

The Cabinet's decision that only three cruisers should be built in the two years, instead of six stipulated in the five year programme accepted by the Government three years ago will result in the saving of £5,000,000 sterling in the next four years.

The Cabinet's new decision means that only two 8,000-ton cruisers will be laid down in 1928 instead of three.

LANCASHIRE COTTON CRISIS.**WORKERS REJECT EMPLOYERS' PROPOSALS.****IMPORTANT CONFERENCE.***(THROUGH REUTER'S AGENCY.)*

LONDON, January 17th.

A great concerted effort is being made to remedy the grave depression in the Lancashire cotton industry began at Manchester today, when forty representatives of the employers and a hundred representatives of the half million workers jointly and privately considered the proposals to reduce costs of production as outlined by the Employers' Associations.

The proposals include a 12½ per cent. reduction of wages with an increase of working hours from 48 to 52½ a week, a reorganisation of the finances of companies which are over-capitalised as a result of the post-war boom, and a reduction of taxation and finishing charges.

The workers have already clearly indicated that they are strongly opposed to the wages and hours proposals. Their attitude has received weighty support in the press in which the opinion is generally expressed that a thorough reconstruction of the industry with an elimination of the weaker mills and an excision of the deadweight debt is essential.

After the Conference, Mr. Bell, the secretary of the United Textile Factory Workers' Association, stated that they had given the employers to understand that, in no circumstances whatever, could they agree to consider the recommendation of increased hours and decreased wages.

Statutory Committee Requested.

The workers' representatives had frankly stated that they were prepared to co-operate with any effort to improve the trade. They had asked the employers to consider seriously the elimination of the proposals in regard to hours and wages, and to the Government to establish a Statutory Committee with full powers to enquire into all factors of cost and production.

The conference was finally adjourned until the 3rd of February.

THE BRITISH OLD AGE PENSIONS.**AN INACCURATE ESTIMATE.***(BRITISH WIRELESS SERVICE.)*

RUGBY, January 17th.

The new section of the contributory pensions scheme, whereby persons become eligible for the old age pension of 10/- a week at the age of 65, instead of 70 as hitherto, has now been in operation for a fortnight.

The estimate of a Government actuary, when legislation was being passed, was that 488,000 persons of both sexes would be entitled to them. This figure will prove to be very accurate for 400,000 claims have already been admitted and there remain 10,000 claims which present some difficulty and have still to be decided.

ITALIAN MILITARY OPERATIONS.**BRUSH WITH TRIBESMEN IN EASTERN SYRIA.****REGION COMPLETELY OCCUPIED.***(THROUGH REUTER'S AGENCY.)*

ROME, Jan. 17th.

As the result of Italian military operations in the Cyrenaica region, Eastern Syria has been completely occupied and organised by the military, thus ensuring the territorial union of the two colonies Benghazi and Tripoli.

Rebellious Moqarba tribesmen were driven southward in disorder, leaving 100 dead and 400 prisoners with many thousands of sheep, camels and much other property.

The Italian Air Force participated in the operations in which the Italian casualties were nine killed and fourteen wounded.

THE ENTOMBED AMERICAN MINERS.**ALL RESCUED.***(REUTER'S AMERICAN SERVICE.)*

SHEPPTON, Pa., Jan. 18th.

The nine entombed men in the Lehigh Valley mine have been rescued.

VISCOUNTY FOR LORD BYNG.*(THROUGH REUTER'S AGENCY.)*

LONDON, January 17th.

The *Gazette* announces that the King has conferred a Viscounty upon Lord Byng of Vimy.

Viscount Byng's honour was bestowed in 1926, when he retired from the Governor-Generalship of Canada. The delay in gazeteting the honour is due to Viscount Byng's refusal to pay the attendant fees, but it is understood that these have now been remitted.

[Viscount Byng of Vimy, and of Thorpe, K.C., G.C.B., G.C.M.G., M.V.O., is the son of the 6th Earl of Strathford, and is honoured in connection with his valuable services to the State as Governor-General of Canada from 1921 to 1926. He joined the 10th Royal Hussars in 1898, and promoted Major in 1903, and Colonel in 1907. He served in the Sudan in 1904, being engaged at El Tel and Tarrak, and later in the Boer War. He rose rapidly during the European War. After the Dardanelles campaign, he was promoted Lieut. General, appointed to the command of the 3rd Army in France 1917, with promotion to General. He was created Baron in 1919, and two years later was appointed Governor-General of Canada.]

BRITISH ISLANDS.**LICENCES GRANTED TO NORWAY.***(BRITISH WIRELESS SERVICE.)*

RUGBY, January 17th.

The Colonial Secretary announces that Johan Rasmussen & Co., of Sandefjord, Norway, are being granted the exclusive licence to occupy certain islands belonging to His Majesty, named Bouvet Island and Thompson Island.

The islands in question are uninhabited and situated in the South Atlantic Ocean, in or about Latitude 54 degrees 20 minutes south; Longitude 3 degrees 4 minutes east.

The licence permits the Company to take and treat whales in territorial waters of the island and remove guano subject *inter alia* to payment of a yearly rent for the islands and royalties on whale oil and guano exported. The licence is for a term of ten years.

BRITISH UNEMPLOYED.*(BRITISH WIRELESS SERVICE.)*

RUGBY, January 17th.

Unemployment continues to show violent fluctuations. The latest weekly return shows that the unemployed on January 6th totalled 1,232,100.

This was 104,203 fewer than the week before, when there was an increase of 232,000 as a result of the discharge of workers who had been employed in the Christmas trade. As compared with the same time last year the latest return shows a decrease of 190,914.

OIL COMPANIES AT NEW YORK SOCIETY WEDDING.**THE ROYAL DUTCH RETORTS.***(REUTER'S AMERICAN SERVICE.)*

NEW YORK, Jan. 17th.

The oil controversy between the Standard Oil Company and the Royal Dutch Shell group, following Sir Henri Deterding's criticisms of the Secony policy in purchasing oil from Russia as "against the interests of humanity and trade honesty," has been carried a stage further by the categorical statement issued by the American spokesman of the Royal Dutch Company, declaring that the Royal Dutch intends to fight the Standard Oil in any country to which the latter ships "Russian stolen goods."

THE ESPIONAGE TRIAL AT OLD BAILEY.**"EXTRAORDINARY PRECAUTIONS AND ABSOLUTE SECRECY."***(BRITISH WIRELESS SERVICE.)*

RUGBY, January 17th.

The trial of Thomas McCartney, a British subject, and the German student, George Hansen, on charges of espionage was continued at the Central Criminal Court today.

Extraordinary precautions to obtain absolute secrecy were taken. For nearly two hours the evidence was heard in camera. This procedure, which is very rare in British criminal trials, is sanctioned by the judge only for reasons of State.

The decision to close the Court to the public was reached after the evidence given by Major-General Bonham-Carter, Director of Staff Duties at the War Office. He emphasised the necessity of not publishing the statements of the four witnesses and documents which were exhibited to judge, jury and counsel. The documents included a questionnaire dealing with plans of the Air Force, which had been translated from Russian.

The Attorney-General (Sir Douglas Hogg, K.C.), who is prosecuting, had said yesterday that this document could only have been composed by a group of persons familiar with their subject such as the War Staff of a foreign power. Another document submitted in camera was a report on British tank corps manoeuvres alleged to have been written by McCartney.

"AMERICAN TARIFF."**SENATE'S RESOLUTION SHELVED.***(REUTER'S AMERICAN SERVICE.)*

WASHINGTON, Jan. 17th.

The House of Representatives has, by 183 votes to 164, shelved the Senate's resolution demanding the immediate downward revision of the tariff.

Since the House of Representatives alone have the authority to initiate tariff legislation, it is not likely that the question will be reopened this session.

AMERICA'S NAVAL PLANS.**NEW YORK NEWSPAPER'S COMMENT.***(REUTER'S AMERICAN SERVICE.)*

NEW YORK, Jan. 17th.

The *Herald-Tribune*, commenting upon the decisions of the Senate Naval Committee representatives in regard to the proposals for new warships, says it will be time to consider suspending construction after America has established parity with Great Britain and is in a strategic position to do so.

PRES. COOLIDGE LEAVES FOR WASHINGTON.*(REUTER'S AMERICAN SERVICE.)*

HAVANA, Jan. 17th.

President Calvin Coolidge, accompanied by Mr. Kellogg and Mr. Curtis Wilbur, left for Key West this morning on board the U.S.S. *Memphis* en route to Washington.

LITHUANIA PLOT.**COMMUNISTS ARRESTED.***(THROUGH REUTER'S AGENCY.)*

KOVNO, Jan. 17th.

Many arrests have been made in connection with the discovery of a Communist organisation.

NEWSPAPER REPORTER TO MARRY FINANCIER'S DAUGHTER.*(REUTER'S AMERICAN SERVICE.)*

NEW YORK, Jan. 17th.

The engagement is announced of Miss Margaret Kahn, the daughter of the famous financier, Otto Kahn, to John Barry Ryan, a twenty-seven-year-old newspaper reporter, who is the grandson of the financier, Thomas Fortune Ryan.

"THE BEST ABERDEEN STORY."**£500,000 INCREASE IN SAVINGS.****WORKERS' THRIFT A LESSON TO GOVERNMENT.**

ABERDEEN.

Mr. F. H. Rose, M.P. for North Aberdeen, speaking this afternoon at the annual meeting of the Aberdeen Savings Bank, which increased its funds during the year by £510,895, and has now total funds of £6,400,000, emphasised the contrast between "the efforts of the working-class people to do the right and prudent thing," with the "extravagance that characterises the working of your high financial administrators" in the House of Commons. He found in the report on the classification of new depositors that amongst workmen, labourers, and so forth the average sum deposited was something less than £20. How they managed to save something out of next door to nothing was one of the examples of self-abnegation and of prudent thrift which might be copied by those who sat in higher places. (Applause.)

Mr. Rose spoke of how in the House of Commons every eighty, or a hundred million pounds, is voted away "without a word of discussion and without a thought of scrutiny or examination," and said that when he came to that meeting and saw in vivid colours and in conspicuous outline "the contrast between the workers trying to do the right thing and their representatives deliberately doing the wrong thing," he felt not only a sense of satisfaction and moral profit in coming, but also a sense of ashamed responsibility.

Concluding, Mr. Rose said: "The facts that are contained in this little book (the bank report) which the mover of the report has put before me are something I shall take back with me, and when people ask if I have any more Aberdeen stories I shall tell them this one. I have learned an Aberdeen story to-day that is better than all the stories I have ever heard before." (Applause.)

GERMAN PLOTS IN ALSACE.**BARON "GIVES IT UP."****QUICK WORK BY FRENCH POLICE.**

PARIS.

Evidence that money for the so-called Autonomist or Home Rule campaign in Alsace has come from Germany has just been obtained by the French police, says a London paper to hand.

Some of the leaders of the campaign, it is stated, have been in constant touch with secret headquarters in Freiburg-Breisgau, which is also a German espionage agency.

French detectives have arrested two men named Baumann and Kohler, both of whom have been prominently connected with the Home Rule campaign and with *Wahrheit*, one of the newspapers printed in Germany recently suppressed by M. Poincaré's orders. The men were carrying a valuable full of documents and were about to cross the frontier into Baden when they were arrested.

They were charged with espionage as well as with being agents paid by Germany to foment the Autonomist campaign in Alsace. After a lengthy police interrogation, it is stated, they gave valuable information to the police.

The discovery that German money is behind the agitation is reported to have had a great effect throughout Alsace, even in quarters opposed to M. Poincaré's Government.

Baron Gives It Up.

STRAZBOURG.

The immediate effect of the arrest of Baumann and Kohler and their statements has been to elicit from Baron Claus Zorn von Bulach, hitherto the obstinate leader of the Alsace Home Rulers, the complete abandonment of his political campaign. He writes to the Prefect of the Bas-Rhin department:

I regret all that I have done. I formally renounce the whole of my political campaign and I intend henceforth to conduct myself as a loyal French citizen.

MAN'S POISON DEATH

SHOULD DOCTOR HAVE
TRIED TO SAVE HIM?

CORONER SAYS POINT IS
NOT FOR JURY.

The problem of whether a doctor should have tried to prolong

...the patient was into the ...
...and whom he believed ...
...should not prevent dying was fu ...
...discussed at the inquest, occu ...
...at Sheffield on John Robb ...
...71, an Attercliffe mass ...

Dr. A. T. Simpson said: at the original inquiry that when he found a man suffering from an overdose of laudanum he took measures to preserve his life. He said, "There was nothing to do except to let him die, and even if there was anything I could have done I should have hesitated very much before I tried to bring him back to life."

"I am," replied Dr. Parker, "a general practitioner, and I am not a coroner, nor a police surgeon. I am a doctor, and I believe that death was due to natural causes in a man suffering from chronic dropsy and advanced heart disease."

"Dr. Parker was not present at the final inquest," said Mr. Parker, "in summing up I said that it was for the jury to say whether Robinson took to his bed voluntarily or to risk his life, and induce any."

"I should be rather inclined," said, "to come to the conclusion that Robinson took to his bed."

that the physician was taken alive pain and procure sleep. "I will not know whether the matter will end in this court, but I do not think either you or I have to express any opinion or to come and condemn Dr. Simpson's actions. The evidence would condemnify you in finding any verdict manslaughter or in censuring his doctor for not taking remedial measures when he came to the occasion that his patient was suffering."

Too Late To Remedy. "You have heard Dr. Simpson's explanation—that he thought it was too late for remedial measures and that his patient wanted to die. He may be criticised on his quarters for not having made a more detailed examination and for not having used the stomach pump and other restorative means."

...and other respiratory me-
... But I do not think that
... questions for you or me, apart
... criminal negligence, and
... not leaving that question
... because I do not think the
... evidence would warrant you
... finding any verdict of criminal
... negligence.¹⁷
The jury found that death was
... to opium poisoning resulting

**UNDERGRADUATES NEED
£300 A YEAR.**

[BY HUGH BARNES]
*former Editor of the Oxford
Magazine*

What is the legitimate cost of a college education? Are undergraduates allowed too much money?

The Master of Balliol, Mr. A. L. ... attempted to answer these questions in a recent speech to the Parents' Association. He considers that £250 a year is am-

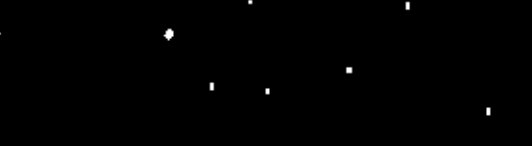
anyone at the university and £300 should be the outside figure. He must have a poor opinion of Oxford men if he considers that only penury prevents their rapid downfall. It is exceedingly difficult to estimate an undergraduate's proper expenditure on his needs of individuals are so different. Some men, going up

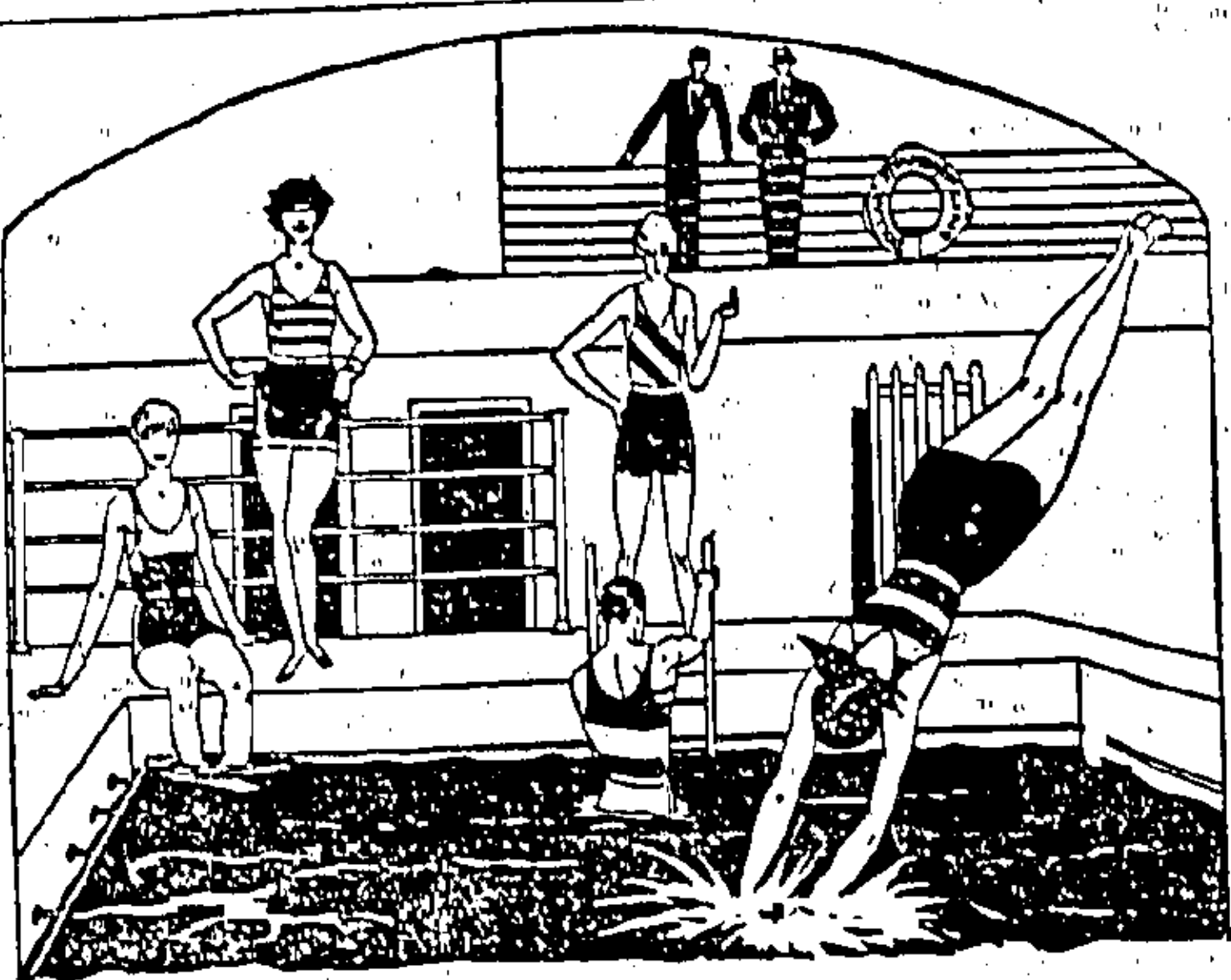
in the idea of taking first-class honours, may be able to exist on £25 a year, the official minimum fixed by the Board of Education. Owing to the demands of their work, they cannot enter into much social life, and their expenditure is correspondingly lower. And there are wide differences in the cost of various courses. For instance, the medical course

in spite of the Master of
Niel's criticism, a large number
of undergraduates go up to Oxford
with a view to having a good time
and gaining some education from "the
normal discussions with people
of their own age," which Mas-
day himself says did him more
good than lectures on technical

...taking a pass degree. They go to tea four times a week. Lady Margaret Hall (Mr. Lind) "says that ladies' college" yet complement by saying it parties caused a young Balliol to go thoroughly to the bad they have a justifiable position the university.

Oxford this and to take proper advantage of the varied forms of recreation it offers on less than £10 a year, inclusive of dress but exclusive of vacation expenses. On such allowance a man should be able to do a reasonable amount of entertaining, which is one of the important and hardly extravagant expenses he will have to meet.—*Daily Mail*.





A Hike, Then a Swim

To add to the pleasure and enjoyment of your voyage, that's why all President Liners have swimming pools. They are always available and are immensely popular.

The magnificent President Liners are broad of beam and exceptionally steady. They are oil burners, swift express liners. The public rooms are luxuriously appointed and inviting. All staterooms are outside, splendidly furnished and equipped with beds—not berths. Each room has hot and cold running water, also fans, wireless, thermos bottles and reading lamps. Private bath and shower in connection with many rooms perfect the travel comfort of these giant passenger liners. The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining. The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners.

The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger liners outstandingly popular among travelers.

WEEKLY TRANS-PACIFIC SERVICE

To SAN FRANCISCO and LOS ANGELES	To SEATTLE and VICTORIA
The Sunline Belt via Honolulu	The Short, Straight Route to America
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Pres. Pierce... Tues., Feb. 14th	Pres. Madison... Wed., Feb. 7th
Pres. Taft... Tues., Feb. 28th	Pres. Jackson... Wed., Feb. 21st
Pres. Jefferson... Tues., Mar. 13th	Pres. McKinley... Wed., Mar. 7th

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Fortnightly sailings on Tuesdays via Manila, Straits, Colon, Suez Canal, Alexandria, Naples, Genoa, Marseilles, London and New York.

To EUROPE and NEW YORK	To MANILA
Pres. Wilson... Sun., Jan. 29th, 6 a.m.	Pres. Pierce... Feb. 6th, 6 p.m.
Pres. Van Buren... Sun., Feb. 12th, 6 p.m.	Pres. Van Buren... Feb. 12th, 6 p.m.
Pres. Hayes... Sun., Feb. 26th, 6 p.m.	Pres. Jackson... Feb. 14th, 6 p.m.

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Telephone Central 2477, 2478 and 795
Cable Address "Dollar"

Dollar Steamship Line and American Mail Line



MAIL AND CARGO STEAMERS TO AND FROM MARSEILLES, DUNKIRK, U.K., HAMBURG & ROTTERDAM.

From Marseilles	For Shanghai and Japan
D'ARTAGNAN... 20th Jan.	D'ARTAGNAN... 20th Jan.
G. METZINGER... 1st Feb.	G. METZINGER... 1st Feb.
SPHINX... 15th Feb.	SPHINX... 15th Feb.
POROS... 29th Feb.	POROS... 29th Feb.

From Dunkirk, Antwerp, London	For Marseilles
YANG TSE (Cargo)... 27th Jan.	ANGERS... 31st Jan.
YALOU (Cargo)... 25th Feb.	D'ARTAGNAN... 14th Feb.
	G. METZINGER... 28th Feb.
	SPHINX... 13th Mar.
	POROS... 27th Mar.

For Shanghai, Japan and North China	For Rotterdam, Hamburg, Dunkirk
YANG TSE (Cargo)... 27th Jan.	LT. ST LOUBERT... 1st week Feb.
YALOU (Cargo)... 25th Feb.	BIZ (Cargo)... 1st week Mar.
	YANG TSE (Cargo)... 1st week Mar.

For full Particulars, apply to—

Cie des MESSAGERIES MARITIMES,
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ON SALE.

HONG KONG HANSARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1926.

Revised by Members.

PRICE 8s.

HONG KONG DAILY PRESS OFFICE.

RICH PEOPLE IN SLUMS.

THE POOR-TURNED OUT?

CURIOUS WESTMINSTER CONTROVERSY.

Allegations that the poor of Westminster are being turned out of their tenements to make room for the flats of wealthy people and their chauffeur and that notable people are making their homes in back streets where workers and their families formerly lived, form the basis of an astounding report of the Westminster Housing Committee which will be considered at a meeting of the Westminster Council.

One of the leading figures in this bitter housing controversy is Mrs. Walter Runciman, wife of Mr. Walter Runciman, Liberal M.P., who was a Cabinet Minister in Mr. Asquith's Government.

On The List.

The Housing Committee back up their allegations that the rich are "crowding out" the poor in Westminster by publishing a list of well-to-do people who have made their homes in the back streets. The list includes the names of the Right Hon. Walter Runciman, M.P., chairman of the Westminster Housing Association, and Mr. J. C. Davidson, M.P., chairman of the Conservative Party Association and treasurer of the Westminster Housing Association.

Mrs. Runciman denies that the erection of Mr. Walter Runciman's new house in Barton-street has displaced poor tenants.

She refers to a "very modest improvement scheme" contemplated by members of my family—namely, to replace three small houses and a cottage by eight up-to-date workmen's flats over two garages.

The committee's report is as follows:—No. 8, Barton-street has been previously occupied by three families; the house has been demolished and a large residence erected on the site by Mr. Runciman, and is now occupied by him and his family.

The following instances illustrate cases where houses occupied by persons of small or moderate means, generally accommodating more than one family either as lodgers or in separate tenements, have been reconditioned or rebuilt and occupied by members of the richer classes or have been entirely replaced by new high-class residences, leaving the poor to find other accommodation where they can.

Old Present	gross gross	ass. ass.	ass. ass.
1. Barton st.	71	130	130
2. Barton st.	65	130	130
3. Barton st.	65	130	130
4. Barton st.	65	130	130
5. Barton st.	65	130	130
6. Barton st.	65	130	130
7. Barton st.	65	130	130
8. Barton st.	65	130	130
9. Barton st.	65	130	130
10. Barton st.	65	130	130

The committee add—The process of displacement is still going on. One of the tenants has occupied the same house for eighteen years, another for forty-nine years, and another for fifty years. They have now applied to the council for the tenements in the council's dwellings, as they have received a curt notice to quit from a company called the Duxford Estates Company. The notice to quit is in the following terms:—

I hereby, as agent on behalf of the Duxford Estates Company, your landlord, require you to quit and deliver up to me, or to whom I may appoint at the end of the next complete week of the tenancy after the date hereof, the possession of the premises known as No. 8, Barton-street, which you hold of the said landlord as a weekly tenant. Dated the 13th day of June, 1927. (Signed) Charles Moss, Secretary.

Duxford is in Northumberland, and is the country seat of the Right Hon. Walter Runciman. The directors of the company are the Right Hon. Walter Runciman, M.P., W. L. Runciman, and J. C. S. Runciman.

We have not been informed of the nature of the flats to be provided, nor of the rentals to be charged. We can only assume that one of the motor garages is intended for the personal use of the Runciman family and one or more of the flats for the accommodation of their chauffeur or chauffeurs. "We see nothing in this little scheme," quoting Mrs. Runciman's own words, to differentiate it from an ordinary landlord's speculations. —HENRY H. BAUER (chairman).

CUTICURA HEALS RASH ON FACE

Spread to Neck and Arms. Pain Was Awful.

"A dry rash appeared on my face and irritated terribly, especially at night. I took no notice of it and gradually it spread to my neck and arms. The pain was awful, and I used to lie awake all night. I had to give up work for two weeks."

"I tried all kinds of ointments but they were of no use. I read an advertisement for Cuticura Soap and Ointment and wrote for a free sample. After using I got relief so purchased more, and in a few weeks I was healed." (Signed) Albert Max, 16, Sidney Sq., Mile End, E. London, Eng.

Use Cuticura Soap, Ointment and Talcum for daily toilet purposes.

Soap and Ointment sold throughout the world. For sample, write to Cuticura, P.O. Box 100, New York, U.S.A. Also for mail order with price list, send 2d. to Cuticura, P.O. Box 100, New York, U.S.A.

OUR CAPITAL SHIPS.

COST OF MAINTENANCE.

Mr. Bridgeman (First Lord of the Admiralty) has informed Rear-Admiral Suter (U. Hertford) that the annual cost of maintaining typical capital ships in full commission, in reduced commission, and in dockyard control for large repairs was as shown below. These figures had been prepared for private ships, but other than flagships:—

Ship	Full Commission	Reduced Commission	Dockyard Control
Nelson Class	£260,000		
Queen Elizabeth Class	300,000		
Royal Sovereign Class	301,000		
Repulse Class (battle cruiser)	330,000		
Iron Duke Class (in reduced commission as boys' training ship)	220,000		
Battleship in dockyard control for large repairs	5,500		

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, January 18th.			
Day	Time	at 2 p.m.	at 6 a.m.
Barometer...	30.07	30.16	30.14
Temperature...	57	60	55
Humidity...	57	60	55
Wind...			
Direction...	ESE	Calm	West
Force...	3	0	1
Weather...	B	C	B
Rain...	0.00	0.00	0.00

Lowest open-air Temperature, 17th: 71
Lowest open-air Temperature, 18th: 53

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Main; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From January 18th to 25th, 1928.

High Water.				Low Water.			
Day	Month	Hong Kong	Standard Time	Day	Month	Hong Kong	Standard Time
Thur.	19	7 44	4 0	1 52	22	7 44	4 0
Fri.	20	8 42	4 0	2 29	23	7 16	4 0
Sat.	21	9 33	4 0	3 5	24	7 52	4 0
Sun.	22	10 14	4 1	3 40	25	8 33	4 0
Mon.	23	10 51	4 2	4 16	26	9 17	4 1
Tues.	24	11 27	4 2	4 53	27	10 2	4 2
Wed.	25	11 58	4 2	5 30	28	10 45	4 2

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship "O DENBURG" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Godowns of the Hamburg-america Line at Kowloon Wharf and Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 20th January, 1928, will be subject to Rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage Period of One Week.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO., Agents.

Hong Kong, 13th Jan., 1928. [5779]

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NELLORE."

ARRIVED HONG KONG ON 15th JANUARY, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Consignees will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage Period.

All Claims against the Steamer must be presented to the Undersigned on or before 4th February, 1928, or they will not be recognized. No Claims will be admitted after the Goods have left the Godowns.

MAKINNON, MAKENZIE & CO., Agents.

Hong Kong, 16th Jan., 1928. [5785]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CRINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Co.'s Steamer "VENEZIA" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on or after 18th January.

Optional Cargo will not be landed here, unless Notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage Period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after 25th January, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 8th February, 1928, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

16th January, 1928. [5784]

NORDDEUTSCHER LLOYD.

BREMEN.

THE Steamer "ANHALT" having arrived from BREMEN, HAMBURG and PORTS, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 23rd January, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe at 10 a.m. on the 19th of January, 1928.

No Claims will be admitted after the Goods have left the Godowns and all Goods must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized. Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO., Agents.

NORDDEUTSCHER LLOYD, BREMEN, Hong Kong, 15th Jan., 1928. [5787]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "CITY OF CALCUTTA" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, where Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 23rd January, 1928, will be subject to Rent. All Claims against the Steamer must be presented to the Undersigned on or before 30th January, 1928, or they will not be recognized.

All broken, chafed and damaged Goods, are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage Period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

THE BANK LINE LTD., General Agents.

Hong Kong, 16th Jan., 1928. [5788]

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" ... Sails on or about 15th Feb.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES:

BRINDISI, VENICE & TRIESTE ... £72.10.0.

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NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

From Hong Kong:

M.V. "ESQUILINO" ... Sails on or about 2nd Feb.

M.V. "ROMOLO" ... Sails on or about 1st Mar.

S.S. "VENEZIA" ... Sails on or about 29th Mar.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong:

M.V. "VIMINALE" ... Sails on or about 7th Feb.

M.V. "ESQUILINO" ... Sails on or about 6th Mar.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMVOLOSI" ... Sails from Calcutta 2nd Feb.

S.S. "UMSINGA" ... Sails from Calcutta 1st Mar.

S.S. "UMONA" ... Sails from Calcutta 1st April

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

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COMBINED FREIGHT AND PASSENGER SERVICE. CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS. FARE FROM HONG KONG TO GENOA—£73.0.0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports—

S.S. "HAVELLAND" ... due here on or about the 28th Jan.

S.S. "SAARLAND" ... due here on or about the 5th Feb.

S.S. "EMIL KIRDORF" ... due here on or about the 5th Mar.

S.S. "HAVENSTEIN" ... due here on or about the 23rd Mar.

HOMEWARD.

Sailings for Europe via Manila, Singapore Colombo & Port Said:—

S.S. "ALBERT VOGLER" ... sailing from here on or about the 8th Feb.

S.S. "OLDENBURG" ... sailing from here on or about the 16th Feb.

S.S. "HAVELLAND" ... sailing from here on or about the 5th Mar.

S.S. "SAARLAND" ... sailing from here on or about the 10th Mar.

S.S. "EMIL KIRDORF" ... sailing from here on or about the 30th Mar.

Calling at Genoa, Rotterdam and Hamburg.

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61, Tel. C. 4754.

SOUTH MANCHURIA RAILWAY

SUMMER HOLIDAY RESORTS

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI & TSINGTAO "SUZYANG"	On 21st Jan.	7 a.m.
HAIPHONG "NEWORWANG"	On 21st Jan.	Noon
SHANGHAI "LINAN"	On 23rd Jan.	7 a.m.
AMOI, SWATOW & SINGAPORE "ANETT"	On 24th Jan.	7 a.m.
BANGKOK "KAYING"	On 25th Jan.	5 p.m.
HOIHOW, PAKHOI & HAIPHONG "NANNING"	On 25th Jan.	Noon
AMOI, SWATOW & SINGAPORE "ANKING"	On 29th Jan.	7 a.m.
SWATOW, SHANGHAI & SINGAPORE "LUCHOW"	On 29th Jan.	8 a.m.
SWATOW & BANGKOK "KALGAN"	On 29th Jan.	10 a.m.
TSINGTAO "SINKIANG"	On 30th Jan.	5 p.m.
SWATOW & SHANGHAI "CHENAN"	On 2nd Feb.	8 a.m.
SHANGHAI & TSINGTAO "SENGUEN"	On 4th Feb.	7 a.m.
SWATOW, SHANGHAI & SINGAPORE "LIANGHOU"	On 5th Feb.	8 a.m.
SWATOW & BANGKOK "KWANGHOU"	On 5th Feb.	10 a.m.
AMOI, SWATOW & SINGAPORE "ANTUNG"	On 6th Feb.	7 a.m.
WEIHOW, CHEFOO & TIENTSIN "KUBICHOW"	On 15th Feb.	4 p.m.

SALEON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Hava Now, Redwood to 880 SINGLE and 890 RETURN.
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TELEPHONE CENTRAL 36.
CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

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THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australia, New Zealand and Tasmania Ports.
Excellent and Most Up-to-date Fleet and Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

SHIPNAME	Days Home from or about	Sailing Home from or about
CHANGTE	7th February	14th February
TAIPING	8th March	16th March
CHANGTE	6th April	13th April
TAIPING	14th May	18th May

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JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.
AND
AMERICAN & MANCHURIAN LINE
(WILLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.		
S.S. "CITY OF REDFORD"	Via Suez Canal	22nd January
S.S. "CITY OF KIMBLEBY"	Via Suez Canal	29th February
S.S. "LYGON"	Via Suez Canal	9th March
S.S. "CITY OF ADELAIDE"	Via Suez Canal	23rd March
S.S. "RIENUS"	Via Suez Canal	6th April
S.S. "CITY OF DUNKIRK"	Via Suez Canal	20th April

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.
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BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG.
HONG KONG & CANTON, JARDINE, MATHESON & CO., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
AND
NEW YORK
M.V. "JAPANESE PRINCE" ... 29th January
M.V. "CHINESE PRINCE" ... 21st February
For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.
Telephone: Central 3165. (Incorporated in Great Britain).
Telegrams: Furuprince. King's Building.

Without Pure Blood Health is Impossible.
VETARZO BLOOD MEDICINE
Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poison, such as cancer, skin diseases, scrofulous and glandular swellings, bed legs, abscesses, ulcers, eczema, gout, rheumatism, ligature or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.
LIVE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and "Brain Weakness."
VETARZO REGULATORS. Safe and Reliable.
English Price 3s. (either remedy). The VETARZO REMEDIES CO., General Oak, N.W.6, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has the word "VETARZO" REMEDIES in Government Stamp. Sold by LEADING CASH CHEMISTS.

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Shipping News Arrivals and Departures, etc.

ARRIVALS.

January 17th.
Japan Maru, Japanese str., 1,817 tons, Capt. S. Shirai, from Bangkok and Kohichang. The latter port she left on January 8th, with rice and general cargo, lying at buoy No. B21—O.S.K.
Fingst, Norwegian str., 1,243 tons, Capt. N. Bull, from Bangkok, which port she left on January 8th, with rice and general cargo, lying at buoy No. C11—Thorson & Co.
Hin Sang, British str., 1,883 tons, Capt. T. Grant, from Sandakan, which port she left on January 11th, with a general cargo, lying at Yau-mat—Jardine, Matheson & Co.
Remo, Italian motor ship, 6,014 tons, Capt. G. Camelli, from Yokohama and Shanghai. The latter port she left on January 14th, with a general cargo, lying at Yau-mat—Jardine, Matheson & Co.
Tak Hing, Chinese str., 1,653 tons, Capt. Lo-Sau, from Antau, with a general cargo, lying at Luen Cheong Wharf—Fook Hoi S.S. Co.
January 18th.
Foo Shing, British str., 1,433 tons, Capt. W. Allan, from Bangkok, which port she left on January 14th, with a general cargo, lying at West Point Wharf—Jardine, Matheson & Co.
Hai Ning, British str., 832 tons, Capt. A. H. Stewart, from Swatow, with a general cargo, lying at Douglas Wharf—Douglas S.S. Co.
Hydrogen, British str., 561 tons, Capt. T. H. Ball, from Swatow, with 113 tons of general cargo, lying at Chin On Wharf—Chiu On S.S. Co.
Kiyo Maru, Japanese str., 1,123 tons, Capt. Y. Okura, from Keelung and Amoy and Swatow, with coal and general cargo, amounting to 800 tons, lying at O.S.K. Wharf—O.S.K.
Sui Sang, British str., 1,983 tons, Capt. S. O. Mitford, from Sandakan, which port she left on January 13th, with a general cargo, lying at Kowloon Wharf—Jardine, Matheson & Co.
Sunang, British str., 1,894 tons, Capt. W. Lumden, from Swatow and Swatow, with a general cargo, lying at buoy No. B12—R. & S.

£50,000,000 FROM THE SEA.

A FAMOUS FINDER OF BURIED TREASURE.

THE LATE SIR FREDERICK YOUNG.

London papers to hand give interesting accounts of the life and work of the late Sir F. W. Young, to whose death reference was made in our cable service. The *Daily Express* of December 21st says:—
Commodore Sir Frederick William Young, R.N.R., who was recognised by the British Admiralty as the greatest authority on salvage, died in a nursing-home in Westminster yesterday, at the age of sixty-nine.
He was salvage adviser to the Admiralty, and head of the Admiralty salvage section during the war, and it is estimated that during his career the value of hulls and cargoes he saved from the sea amounted to at least £50,000,000.
A distinguished naval officer, who was a close personal friend of the commodore, has supplied the following vivid story of Sir Frederick Young's romantic work:—
Sir Frederick Young spent his whole life in salvaging wrecked ships all over the world. For more than thirty years he was with the Liverpool Salvage Association, and the name of "Captain" Young, of Liverpool, and his ship the *Ranger* were synonymous with salvaging to all who followed the sea.
The mere fact of his going to a salvage case was sufficient to reduce the reinsurance rate, at Lloyd's, and he must have saved underwriters many millions of pounds.
He recovered £550,000 in specie from the *Orana*, off Eastbourne, and £500,000 was the value of the cargo he saved from the *Mimohaba*, which struck the Shutter Rock, Scilly Islands. He also saved the cruiser *Gladiator* at the 18° of Wight in 1908, and the twelve-inch guns of the battleship *Montagu*, which was wrecked on Lundy Island.
It was during the war that I came in close contact with him. At the beginning of the war he was called in to save British warships, but the job speedily resolved itself into organising and controlling the whole salvage service for merchant vessels as well as warships, and in this work he did much to defeat the submarine menace.
Few people realise how much he did for the Navy and the mercantile marine. Under his direction no fewer than four hundred ships were saved for the Allies during the war. These include all types of vessels, such as the super-Dreadnought *Conqueror*, the battleship *Britannia*, the battleship *Leviathan*, various cruisers and submarines, and merchant ships whose value as food carriers was incalculable.
German U-Boat.
He was the first to raise a German U-boat—the UCs—which he brought safely into port. Another great feat was the blocking of the sea for fifty-six hours.

CLEARANCES.

January 18th.
Fushing, for Canton.
Remo, for Singapore.
Shantung, for Amoy.
Sinai Maru No. 1, for Chinwang-tao.
Sui Sang, for Canton.
Tak Hing, for Macao.
Tjinalak, for Muntok.

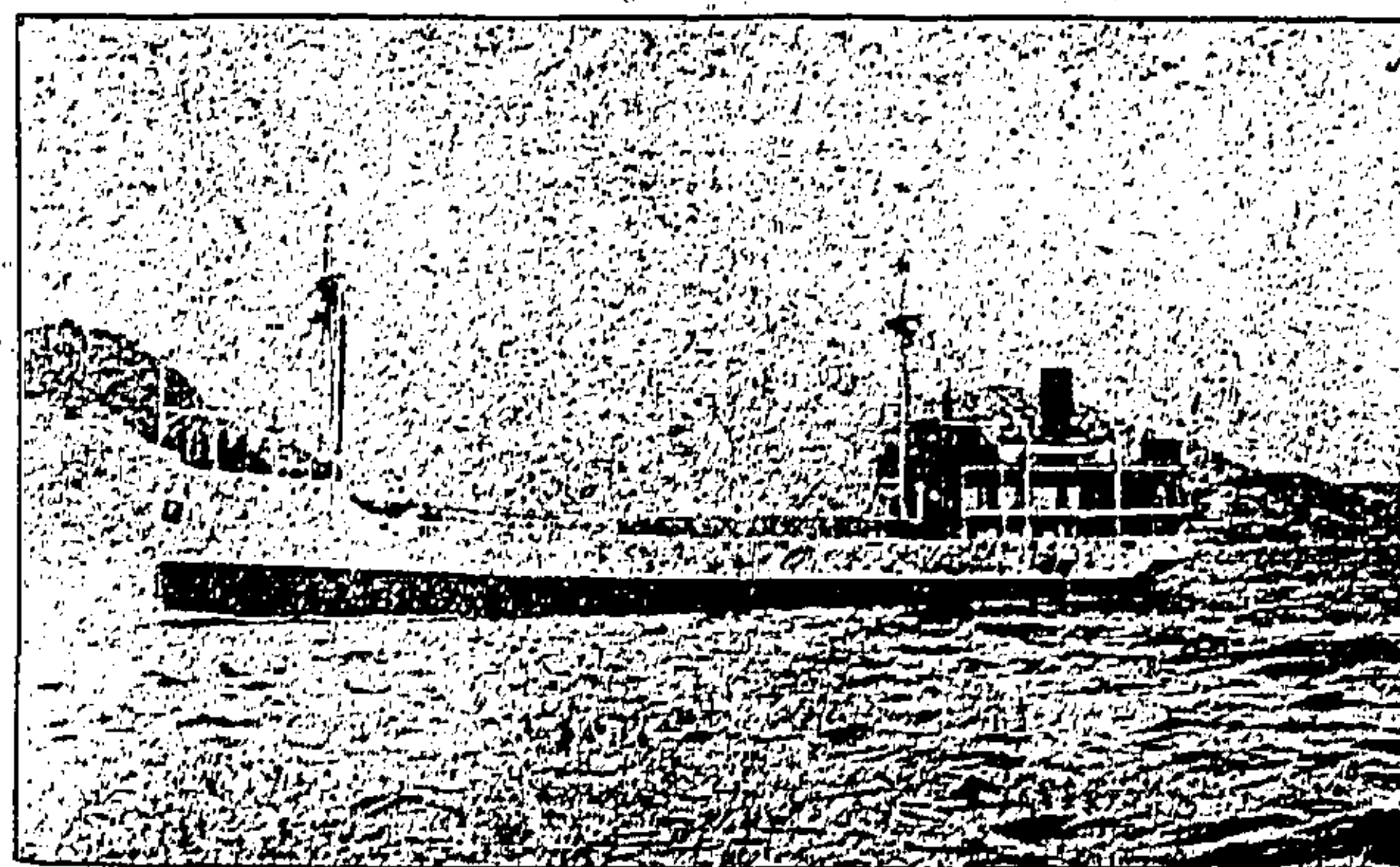
CANOE TRAGEDY IN HAMPSHIRE.

WIFE OF "MALWA" QUARTERMASTER DROWNED.

SOUTHAMPTON, December 25rd.
While crossing the River Hamble in a canoe late last night with the object of boarding a houseboat, a party of four Southampton people, two men and a married woman and her young daughter, were thrown into ice-cold water through the craft capsizing, and three of the number were drowned. The victims were:—
Dorothy Irene Cullen (38), wife a quartermaster, on the P. & O. steamer *Malwa*.
Penny, her 15-year-old daughter; and
John Percy Abbott, valet to the owner of the houseboat, Mr. D. Sullivan.
The only survivor of the tragedy was Mr. Frederick Beech, of Millbrook-road, Southampton, a steward on the Union-Castle liner *Kewell*, who was in the canoe for the purpose of boarding the houseboat, which was lying in mid-stream. Heavy rain was falling at the time and the wind was at half-gale force. They had reached the side of the houseboat when one of the women occupants suddenly jumped up from her seat at the bow of the canoe, which capsized. Beech, who could not swim, managed to cling to the ladder of the houseboat and pull himself aboard, but his three companions were carried down stream by the strong tide.
Abbott was subsequently found by a search-party clinging to the painter of the overturned canoe, but although artificial respiration was tried for an hour and a half life was found to be extinct.
Abbott has been valet to the owner of the houseboat for only two weeks. He was formerly sick-birth attendant in the Royal Navy, and was in H.M.S. *Renown* during the Duke and Duchess of York's trip to Australia.

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkins, Benson's, Marconi.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



TWIN SCREW MOTOR VESSEL "PALAWAN."
Built and Motors installed by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of Mr. M. J. Ossorio, Manila, for service in the Philippines.
Please address enquiries to the Chief Manager,
R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS		
To	STEAMSHIP	DATE
TSINGTAO via SWATOW & SHANGHAI	"YATSHING" "FOOCHING" "KWONGSANG" "CHAKSANG"	Wed. 25th Jan. at 7 a.m. Sun. 28th Jan. at 7 a.m. Wed. 1st Feb. at 7 a.m. Sun. 5th Feb. at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"FOOKSANG"	Mon. 13th Feb. at 7 a.m.
OSAKA via AMOI, SHANGHAI & KOBE	"LAISANG"	Sun. 29th Jan. at 7 a.m.
CANTON	"FOOCHING" "KWONGSANG"	Thurs. 19th Jan. at 4 a.m. Wed. 25th Jan. at 8 a.m.
STRAITS & CALCUTTA	"NAMSANG" "KUMSANG"	Wed. 1st Feb. at 3 p.m. Tues. 7th Feb. at 3 p.m.
SANDAKAN	"SUISANG" "HINSANG"	Wed. 25th Jan. at 3 p.m. Sat. 28th Jan. at 3 p.m.

For Freight or Passage, apply to—
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GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.
TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.
Steamship "GLENIFFER" ... (via Oran) 25th January
Motor Vessel "GLENAMOI" ... (via Oran) 2nd March
Motor Vessel "GLENLUCE" ... 4th April
Motor Vessel "GLENBARRY" ... 2nd May
To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.
Motor Vessel "GLENAMOI" ... 23rd January
Steamship "GLENAMOI" ... 25th January
Motor Vessel "GLENAPP" ... 3rd February
Motor Vessel "GLENLUCE" ... 24th February
Steamship "GARMARTHENSHIRE" ... 5th March
For Freight, Passage and further Particulars, apply to
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.
Cabin class: £73. 4s. Od.
Intermediate class: £48. 2s. Od.
To GENOA.

NEXT SAILINGS:

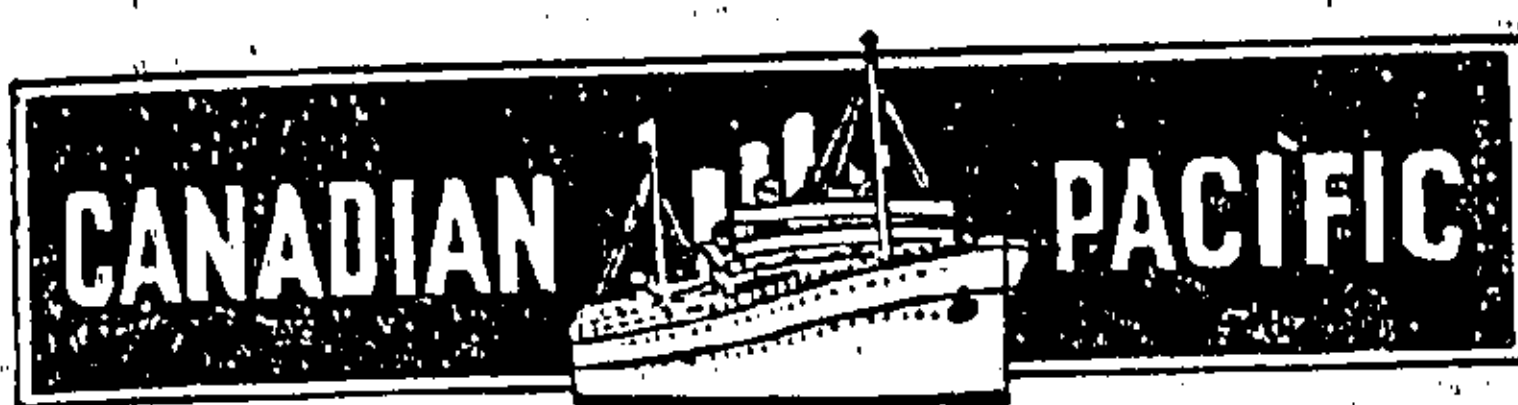
Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)		
ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND TAKU (TIENTSIN)	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, AMSTERDAM, ROTTERDAM & HAMBURG
S.S. "SAARBRUECKEN"	19th Jan.	11th Feb.
S.S. "COBLENZ"	14th Feb.	10th Mar.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:—
S.S. "KOENIGSBERG" ... on or about 26th Jan., 1928.
NEXT ARRIVALS FROM EUROPE:—
S.S. "AUGSBURG" ... on or about 4th Feb., 1928.
Will Call at Marseilles besides the usual ports.
For Freight, Passage and further Particulars, please apply to—
MELCHERS & CO.
Telephone C. 4557. Agents.
3, Queen's Building, Chater Road. HONG KONG.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.
REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.
FOR
SWATOW, AMOI & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)
* HAINING ... Thursday, the 19th January, at 4 p.m.
* HAINING ... Friday, the 27th January, at 3 p.m.
* For Swatow only.
Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fookchow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LARPAIK & CO.
General Managers.



A DELIGHTFUL CRUISE DE LUXE

by the

S.S. "Empress of Australia"

21,850 Tons Gross, Length 615 Feet

LEAVING HONG KONG, FEBRUARY 13th, 1928.

via Shanghai, Chinwangtao (for Peking), Beppo, Kobe, Yokohama, Honolulu, Hilo, San Francisco, Balboa, Panama, through the Panama Canal to Cristobal, Colon, Havana.

Arriving NEW YORK, April 12th, 1928.

Two Days available for Sight-seeing in NEW YORK

Leave NEW YORK, April 14th,

Arriving SOUTHAMPTON, April 22nd, 1928.

Shore Excursions and Sight-seeing Tours at all Ports.

FOR PARTICULARS, APPLY TO:-

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Tel. Address: "CANAPAC."

THROUGH BOOKING TO EUROPE AT REDUCED RATES
\$120, \$112, \$110, \$102, \$93, via SAN FRANCISCO.
\$640, \$640 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU ... Sunday, 29th Jan.

SIBERIA MARU (Call Los Angeles) ... Tuesday, 6th Mar.

LONDON via Singapore, Suez, Marseilles & Ports.

HARUNA MARU ... Saturday, 28th Jan.

KAMO MARU ... Saturday, 11th Feb.

KATORI MARU ... Saturday, 25th Feb.

SIDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 22nd Feb.

TANGO MARU ... Wednesday, 21st Mar.

BOMBAY via Singapore, Penang & Colombo.

MALACCA MARU ... Monday, 27th Jan.

TAMBA MARU ... Saturday, 11th Feb.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Monday, 8th Feb.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAMAKURA MARU ... Thursday, 19th Jan.

NE-YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Friday, 10th Feb.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

+ DELAGOA MARU ... Tuesday, 7th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

+ CEYLON MARU ... Sunday, 22nd Jan.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 20th Jan.

+ SINGAPORE, KOBE & YOKOHAMA.

+ YAMAGATA MARU (Mojik direct) ... Monday, 23rd Jan.

+ MOJI MARU ... Sunday, 22nd Jan.

+ MATSUOTONO MARU ... Wednesday, 25th Jan.

+ ATSUTA MARU ... Tuesday, 24th Jan.

+ Cargo only.

For further information, apply to:-

NIPPON YUSEN KAISHA.

Telephone: Central No 292 (Private exchanges to all Deptts.)

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The S.S. "KINA"

will be loading for PORT SAID, MARSEILLES, HAVRE,
ROTTERDAM, AMSTERDAM, HAMBURG,
COPENHAGEN and other SCANDINAVIAN & BALIC PORTS
On or about 23rd January.

Further Sailings	Expected here on or about	Will leave homeward-bound on or about
M.S. "Java" ...	28th January	29th February
M.S. "Australia" ...	15th February	25th March
M.S. "Asia" ...	21st February	1st April
M.S. "Africa" ...	21st March	30th April
M.S. "Malaya" ...	15th April	27th May
M.S. "Danmark" ...	25th May	30th June

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:-

JOHN MANNERS & CO., LTD.

Agents

Shipping News

Daily Statement, Waterfront
News, etc.YESTERDAY'S FREIGHT
RETURNS.

NORMAL CARGO ALL ROUND.

BRITISH STEAMERS BEST
CONTRIBUTORS.

The freight returns for the 24 hours ended at 9 a.m. yesterday showed a normal entry of cargo for the Colony and also for other ports. British vessels were the best contributors toward local imports.

There were 14,317 tons of general merchandise entered for Hong Kong, of which, 8,012 tons were carried in British bottoms. The two best returns were 4,070 tons by the s.s. *Hin Sang*, from Sandakan and 2,500 tons by a Norwegian boat.Through freights amounted to 18,157 tons. Two British ships contributed 1,476 tons. The two best returns were 6,940 tons and 6,210 tons. The former was carried by the German steamer *Iskuli*, from Bremen and Singapore and the latter by the s.s. *Bona* from Yokohama and Shanghai.

The arrivals and departures during the period under review were the following:-

	Arr.	Dep.
British	6	6
Japanese	3	0
Chinese	1	3
Dutch	1	1
American	1	0
Italian	0	1
Mexican	0	1
Total	14	12

VESSELS EXPECTED.

Australian-Oriental Line.
Changite, Feb. 7th.
Taiiping, Mar. 9th.

Bank Line.

City of Madras, Jan. 24th.
City of Denares, Feb. 12th.
City of Adelaide, Feb. 18th.
City of Dunkirk, Mar. 17th.
City of Bombay, April 4th.
City of Eastbourne, April 11th.
City of Carlisle, April 14th.

Ben Line.

Benedi, Jan. 28th.

Blue Funnel Line.

Yvelis, Jan. 22nd.
Troilus, Jan. 22nd.
Antenor, Jan. 24th.
Ningchow, Feb. 2nd.
Philoctetes, Feb. 15th.
Talithybius, Feb. 7th.
Aeneas, Feb. 13th.
Autolycus, Feb. 19th.
Achilles, Feb. 27th.
Medon, Feb. 28th.
Polyphemus, Feb. 28th.
Bellerophon, Mar. 2nd.
Cathartes, Mar. 4th.
Sarpedon, Mar. 8th.
Rheus, Mar. 16th.
Tracesias, Mar. 18th.
Lyndareus, Mar. 18th.
Menelaus, Mar. 22nd.
Eurylochus, Mar. 27th.
Automedon, April 1st.
Patroclus, April 5th.

British India and Apcar Line.

Takada, to-morrow.
Santhia, Jan. 25th.

Canadian Pacific Line.

Empress of Canada, to-day.
Empress of Australia, Feb. 10th.

Doddwell & Co.

Bouca Castle, Jan. 22nd.

Dollar Steamship Line.

President Cleveland, Jan. 23rd.
President Lincoln, Jan. 23rd.

East Asiatic Co., Copenhagen.

Java, Jan. 25th.
Australien, Feb. 15th.
Asia, Feb. 21st.
Afrika, Mar. 21st.
Malaya, April 15th.
Danmark, May 25th.

Eastern and Australian Lines.

Arafura, Jan. 21st.
Tanda, Feb. 8th.
St. Albans, Mar. 5th.

Glen Line.

Glenamoy, Jan. 22nd.
Glenadine, Jan. 27th.
Glenapp, Feb. 2nd.
Glenluce, Feb. 3rd.
Carmarthenshire, Mar. 4th.

Hamburg-Amerika Linie and Hugo Stinnes Lizen.

Fingland, to-day.
Saarland, Feb. 5th.
Emil Kirdorf, Feb. 25th.
Havensstein, March 5th.
Carl Legion, March 23rd.

Java-China-Japan Lijn.

Tjibondari, to-day.
Tjibara, Jan. 23rd.
Tjiboda, Jan. 30th.
Tjikembang, Feb. 2nd.
Tjibondari, Feb. 6th.
Tjiboda, Feb. 13th.
Tjikareem, Feb. 13th.
Tjikarang, Feb. 18th.
Tjikembang, Feb. 20th.

Messageries Maritimes.

D'Arignac, Jan. 21st.
Yangtze, Jan. 27th.
General Metinger, Feb. 1st.
Sphinx, Feb. 10th.
Yalou, Feb. 25th.
Perthok, Feb. 26th.

Nippon Yusen Kaisha.

Ceylon Maru, to-day.
Kamakura Maru, to-day.
Mishima Maru, to-day.
Muroran Maru, to-day.
Moji Maru, to-morrow.
Tanigata Maru, to-morrow.
Atsuta Maru, Jan. 23rd.
Matsumoto Maru, Jan. 24th.
Malacca Maru, Jan. 28th.
Haruna Maru, Jan. 27th.
Tenyo Maru, Jan. 27th.
Tatsuno Maru, Feb. 1st.
Delagoo Maru, Feb. 6th.
Tattori Maru, Feb. 8th.
Kamo Maru, Feb. 10th.
Mishima Maru, Feb. 12th.
Calcutta Maru, Feb. 19th.
Katori Maru, Feb. 24th.
Kawachi Maru, Feb. 25th.
Atsuta Maru, Mar. 8th.
Atsuta Maru, Mar. 9th.
Tenyo Maru, Mar. 20th.
Tenyo Maru, Jan. 27th.
Sendo Maru, Jan. 28th.
Rangoon Maru, Jan. 30th.
Seigo Maru, Jan. 30th.

Norddeutscher Lloyd, Bremen.

Augsburg, Feb. 4th.
Coblentz, Feb. 14th.

Prince Line.

Japanese Prince, Jan. 29th.*Chinese Prince*, Feb. 21st.*Swedish East Asiatic Co., Ltd.**Ceylon*, Feb. 5th.

(Continued on next Column.)

DAILY WATERFRONT NEWS.

PASSENGERS AND CARGOES.

[BY LONGSHOREMAN.]

The *Lungshan* arriving on Tuesday night brought down over 100 bales of silk from Canton, 1,600 tons of general cargo and about 1,000 passengers. The *Tai-shan* arriving yesterday afternoon also had some good cargo and a large number of passengers. The night boat, *Kinshan*, arriving in the evening was well loaded, and had a fair complement of passengers. There appear, however, to be more passengers making the upward trip now than coming down, but cargoes from Canton, especially in the silk line are proving very good indeed.

Unserviceable Cordite.

A quantity of unserviceable cordite will be burnt at Stonecutters' Rifle Range to-morrow (Friday).

Steamboat Changes.

Capt. Prigent of the Hong Kong, Canton and Macao Steamboat Company recently returned from Home leave by the Blue Funnel liner *Hector*, and he resumed command of the s.s. *Tai-shan* yesterday afternoon. Mr. Prigent, who has been acting master of the *Tai-shan*, reverts to his former rank of Chief Officer of the *Tai-shan*, goes Chief Officer of the *Kinshan*.

Asiatic Deck Passengers.

Asiatic deck passengers to the number of 370 were brought into the Colony during the 24 hours ended at 9 a.m. yesterday.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Devanha* left Shanghai for Hong Kong on the 17th inst. at 4 p.m. with the mail, and is due here to-morrow (Friday), about 6 a.m.

WARSHIPS IN PORT.

Warships and auxiliaries in port yesterday were:-

North Wall Basin. *Amherst*, *Khark*, South Wall Basin. *Cicero*, *S.M.S. L. 129*, *Terra*, *Gannet*, East Wall Basin. *Titanic*, *Walverton*, *S.M.S. L. 128*, North Arm. *Peterfeldt*, West Wall Dock. *Herald*, *S.M.S. L. 127*, No. 1 Buoy. *Argus*, No. 4 Buoy. *Tranquill*, No. 5 Buoy. *Bluebell*, No. 8 Buoy. *Marathon*, No. 9 Buoy. *Hollyhock*, No. 10 Buoy. *Sepoy*, No. 11 Buoy. *Serapis*, *Sirdar*, No. 13 Buoy. *Ruthenia*, No. 20 Buoy. *Farol*, *Belgo*.Foreign Men of War:-Italian, *S. Cubito*; French, *Vigilante*; Portuguese, *Pero De Alenquer*.

Peninsular and Oriental.

Demakha, to-morrow morning.
Khyber, Jan. 21st.
Khiva, Feb. 3rd.
Macedonia, Feb. 3rd.
Karmala, Feb. 10th.
Kalyan, Feb. 16th.
Kashmir, Feb. 17th.
Mantua, Mar. 1st.
Lahore, Mar. 11th.
Mongolia, Mar. 16th.
Morea, Mar. 20th.
Kashgar, April 12th.
Malwa, April 26th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF CALCUTTA"	Marseilles, London, Rotterdam & Hamburg	20th January
"CITY OF PEKIN"	Havre, London, Rotterdam & Hamburg	14th February
"CITY OF BENARES"	London, Rotterdam & Hamburg	20th "
"CITY OF MADRAS"	Havre, London, Rotterdam & Hamburg	25th March

AUSTRALIA SINGAPORE/AUSTRALIA AUSTRAL-EAST INDIES LINE

"CITY OF PALERMO"	Leaves Singapore	7th February
	For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.	

Through FREIGHT and PASSENGER bookings from HONG KONG in conjunction with "ELLERMAN" Lines or other services.

BOSTON, NEW YORK & BALTIMORE..... AMERICAN AND MANCHURIAN LINE

"CITY OF BEDFORD"	via Suez Canal	22nd January
"CITY OF KIMBERLEY"	via Suez Canal	20th February
"CITY OF ADELAIDE"	via Suez Canal	23rd March
"CITY OF DUNKIRK"	via Suez Canal	20th April

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK..... AMERICAN & ORIENTAL LINE

"MYRTLEBANK" ... 8th February

MAURITIUS & SOUTH AFRICA..... ORIENTAL AFRICAN LINE

"TINEOW" ... 20th April

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mosel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Kilindini, Port Nelloth, Luderits Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply:-

Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India
Apcar and
Eastern & Australian
Lines(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEEN-
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, DEVALENTINE PORTS, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,155	21st Jan. Noon	Marseilles, Ldon., Antwerp & Hull.
"DELTA"	8,097	27th Jan.	Strait & Bombay
"MALWA"	10,986	27th Feb.	Marseilles and London.
"KHYBER"	9,114	18th Feb.	Marseilles, Ldon., Antwerp & Hull.
"NELLORE"	6,853	20th Feb.	Marseilles and London.
"MACEDONIA"	11,120	3rd Mar.	do.
"KHIVA"	9,135	10th Mar.	Marseilles, London and Antwerp.
"KASHMIR"	9,985	17th Mar.	Marseilles, Ldon., Antwerp & Hull.
"KARMALA"	9,129	24th Mar.	Marseilles and London.
"MANTUA"	10,948	31st Mar.	do.
"KALYAN"	9,144	7th April	Marseilles, London and Antwerp.
"MONGOLIA"	16,504	14th April	Marseilles and London.
"MOREA"	10,953	22nd April	do.
"KASHGAR"	9,005	12th May	Marseilles, London and Antwerp.
"MALWA"	10,986	20th May	Marseilles and London.
"DEVANHA"	8,155	27th June	do.
"MACEDONIA"	11,120	2nd July	do.

* Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hong Kong to London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SANTHIA"	7,754	28th Jan.	Singapore, Penang & Calcutta
"TAKADA"	6,949	12th Feb.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	27th Jan.	Manila, Sandakan, Thursday
"TANDA"	6,853	2nd Mar.	Lahad, Townsville, Brisbane
"ST. ALBANS"	4,500	8th Mar.	Sydney and Melbourne.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Haikou, Cebu, Manila, Iloilo, Zamboanga, Tawau, Timor, Durban, or other ports en route as indicated.

Frequent connections from Australia with the following:-

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TAKADA"	6,949	22nd Jan. 6 a.m.	Amoy, Moji, Kobe & Osaka
"KHAYBER"	9,114	22nd Jan. 6 a.m.	Shanghai, Moji, Kobe & Yokohama.
"KHIVA"	9,135	3rd Feb.	Shanghai, Moji & Kobe.
"MACEDONIA"	11,120	4th Feb.	Shanghai, Moji, Kobe & Yokohama.
"TANDA"	6,856	7th Feb.	Moji, Kobe, Osaka & Yokohama.
"KARMALE"	9,128	11th Feb.	Shanghai, Moji, Kobe & Yokohama.
"NAGPORE"	6,233	17th Feb.	do.
"KASHMIR"	8,985	18th Feb.	do.
"KALYAN"	9,144	18th Feb.	Shanghai, Moji & Kobe.
"MANUA"	10,948	2nd Mar.	Shanghai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	6th Mar.	Moji, Kobe, Osaka & Yokohama.
"LAHOKE"	6,252	12th Mar.	Shanghai, Moji, Kobe & Yokohama.
"MONGOLIA"	16,504	17th Mar.	do.
"MOREA"	10,953	30th Mar.	do.
"ARAFURA"	6,000	3rd April	Moji, Kobe, Osaka & Yokohama.
"KASHEGAR"	9,005	13th April	Shanghai, Moji, Kobe & Yokohama.
"NEWA"	10,956	27th April	do.
"DE VANE"	8,155	11th May	do.
"MACEDONIA"	11,120	20th May	do.

*Correspondence bearing vessel's name only.

Agents.